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Coachmart

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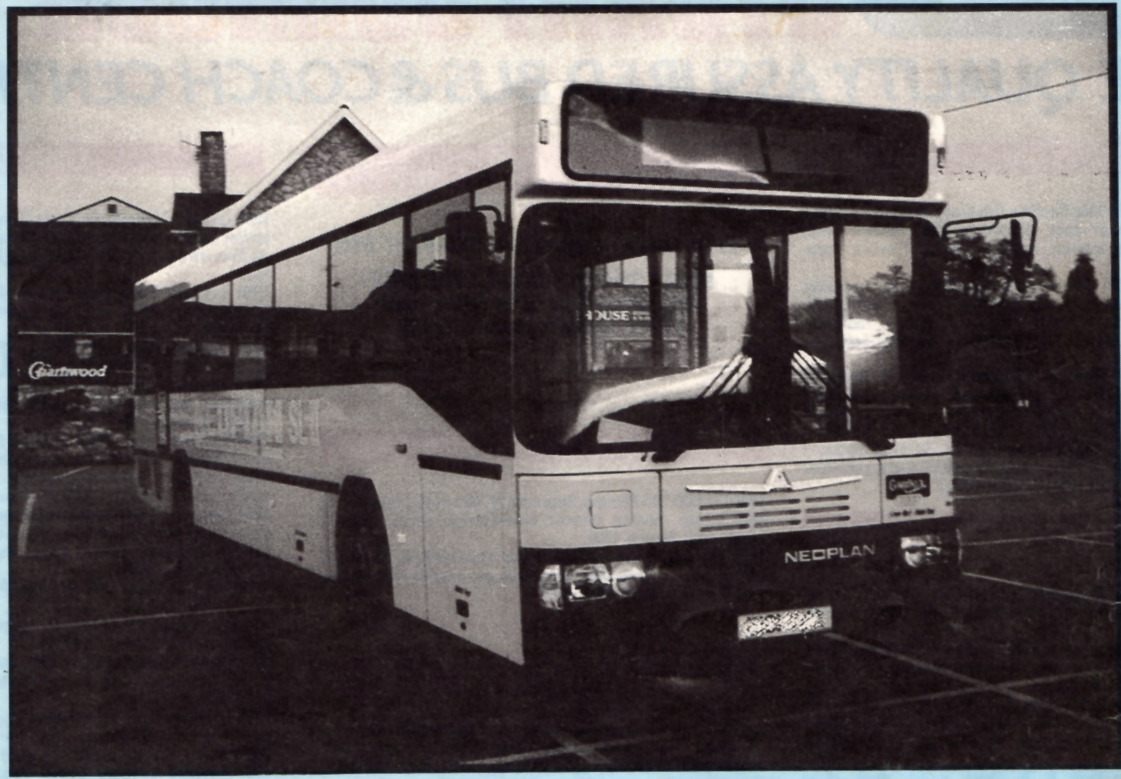

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BEDFORD

1977 Bedford YLQ Plaxton Supreme, 45 seats, autumn tint moq, livery white.

1976 Bedford PJK Duple Dominant, 29 seats, new MoT Dec '89.

1974 Bedford YRT Duple Dom, 53-seater, p/door, red moq, livery white.

AEC BRISTOL

1979 AEC 760, 12 metre Plaxton 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.

1978 AEC 760, 12 metre, Plaxton, 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.

1975 AEC 760, 12 metre, Plaxton, 53 seats, 6-speed ZF, autumn tint moquette, Bristol dome, side lockers. Livery grey/red. MoT June 1990.

1974 Bristol LHL, 11 metre Duple, 53 seats, autumn tint moquette. Livery white/black.

LEYLAND

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT.

1981 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 moquetted seats, ZF 6-speed, MoT July 1990.

1981 Leyland Leopard, 12 metre Plaxton Supreme IV, 49 Chapman reclining seats, ZF 6-speed manual gearbox, Bristol dome, destination gear. Livery white, autumn tint moquette.

1980 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 remoquetted seats, ZF 6-sp.

1979 Leyland, 12 metre Dominant, 49 seats, MoT Feb 1990.

1976 Leyland Plaxton Express, 49 seats, choice of 2.

1974 Leyland Leopard, 11 metre Duple Dominant 49 E type seats, semi-auto gearbox, side lockers, autumn tint, livery white.

FORD

1980 Ford R1114 Duple Dominant Express, 53 seats, red moquette, white/blue.
1979 Ford R1114 Duple Dominant Express 53 seats, (re-moquetted grey/blue), livery blue, MoT Sept 89.

NEOPLAN

1982/3/4 Neoplan Skyliners, 71/72/75 seats, toilet, drinks machine, fridge, radio, PA, Mercedes V10 Engine, 6-speed ZF manual gearbox, some remoquetted and refurbished.

DAF

1988 DAF SBR3000 Plaxton 4000 four star, 74 recliners, toilet, TV, etc. 147,000K from new.

MINIBUSES

1988 (E) Ford Iveco Reeve Burgess Beaver, 21 moquette seats, boot, power door, radio, excellent condition.

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DAF

1985 (B) DF SB3200 Van Rooijen Odyssey, 49 seats, integral side lockers, power door, ducted heating, wheel discs, radio/pa/cassette, interior red/grey, exterior white, new MOT.
1983 (Y) DAF SB200 Jonckheere Bermuda, 47/51 reclining seats, ducted heating, integral side lockers, power door, wheel discs, toilet, curtains and seat covers, radio/pa/cassette, interior green stripe, exterior white, MoT February 1990.
1983 (Y) DAF MB Plaxton Paramount 3200, 46 reclining seats, 2 side lockers, ducted heating, power door, rear sunken toilet, tv box and wiring for saloon, radio/pa/cassette, interior brown stripe, exterior white, MoT new.
1980 (V) DAF DKTL Plaxton Supreme IV, 53 fixed seats, 3 heaters, power door, 2 side lockers, wheel discs, radio/pa/cassette, interior red, exterior white, MoT.

FORD

1983 R1114 Duple Dominant II, 53 seats + courier seat, curtains, Telma, retarder, exterior blue and white, interior blue. New MoT.
1980 R1114 Plaxton Supreme IV Express, 49 reclining seats, jake brake, side locker, interior brown, exterior cream and maroon. MoT March 1990.
1979 (T) R1114 Van Hool Aragon, Telma retarder, nearside rear toilet, radio/pa/cassette, drinks machine, 44/49 seats, 2 tables, interior maroon stripe, exterior green and white, MoT 23/11/89.
1978 (T) A Series Faro 3, 25 seats, power door, radio cassette, interior red, exterior yellow and red. MoT 23/5/90

SCANIA

1987 (D) Scania K112 CRB Van Hool Alizee H, 49 reclining seats, power door, Telma, crew seat, side lockers, toilet, sink, fridge, blue curtains, radio/pa/cassette, interior blue/red/cream stripe, exterior silver grey, MoT May 1990.

VOLVO

1988 Volvo B10N Plaxton 3500, 53 reclining seats, rear sunken toilet, continental door, courier seat, beige and red interior, exterior white with red and yellow relief. Choice of 3.

1983 Volvo B10M Berkhof Esprite, 49 reclining seats plus courier, power door, ducted heating, Telma, under floor lockers, radio/pa/cassette, box and wiring for tv, drinks machine, fridge, interior grey/red/orange stripe, exterior white/blue and green, MoT November 1989.
1981 (X) Volvo B58 Plaxton Supreme IV, 53 remoquetted seats, power door, Telma, side locker, 3 heaters, wheel discs, interior brown chevron, exterior white, MoT December 1989.
1981 (W) Volvo B58 Unicar 11M, 53 seats, ducted heating, side locker, interior grey, exterior white/orange/red/maroon, MoT April 1990.

NEOPLAN

1986 Skyliner MkII Gardner engine, ZF automatic gearbox. 77 reclining seats, water boiler, fridge, drivers bunk, TV and video, MoT Feb '90. Interior red moquette, exterior, white, blue and orange.

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AEC

1979 (T) AEC 760 Plaxton Supreme IV, 49 seats, power door, side locker, heater, interior brown/beige stripe, exterior white, MoT March 1990.
1978 (S) AEC Reliance 760 Duple Dominant II, 53 seats, power door, side lockers, semi auto gb, interior autumn tint, exterior white, MoT May 1990.

DOUBLE DECK BUSES

1976/77 Daimler Fleetline, Park Royal and MCW bodywork, 76 seats, Gardner LXB engine, auto steering, single entrances painted all white, going through MoT, large selection.

1973 (M) Daimler SOLD **yal,** 75 seats, interior maroon PVC, exte oT January 1990.

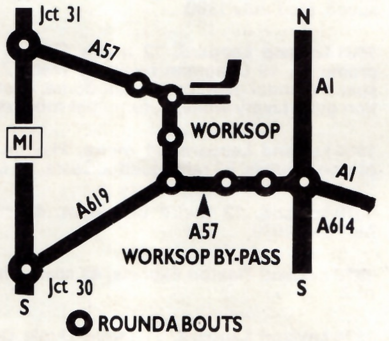
1973 (L) Atlantean 680 Northern Counties, 74 seats, interior maroon PVC, exterior blue/yellow, MoT February 1990.

1972 (L) Atlantean SOLD seats, interior brown, exterior blue/yell er 1989.

BEDFORD

1985 (B) YNT Duple Laser, 53 seats, ZF 6 speed gearbox, heated windscreen, side locker, power door, interior blue/grey stripe, exterior white/orange/yellow stripe, MoT April 1990..
1977 (R) Bedford YMT Plaxton Supreme, 53 seats, 3 heaters, radio/pa/cassette, interior red stripe, exterior white/orange/blue, MoT.
1973 (M) Bedford YRQ Willowbrook Service Bus, power door, luggage racks, interior beige, exterior cream/red, MoT November 1989.

6·5 Miles from MI



LEYLAND

1985 Leyland Tiger Duple Laser II, hydracyclic fully auto gb, power door, power steering, Webasto, radio/pa, curtains, int blue stripe, ext white, 53 seats, MoT 08.06.90, choice of four.
1985 Leyland Tiger Duple Laser II, power door, ducted heating, side locker, radio/pa/cassette, 51 E-type seats, int beige/red, ext white, MoT 08.11.89.
1984 Leyland Tiger SOLD **ramount 3500,** side lockers, ext white, M
1984 Leyland Tiger 245 Plaxton Paramount 3200 EXP, semi-auto gb, side lockers, toilet, Webasto, 49r, int brown stripe, ext white, MoT 29.01.90.
1984 Leyland Royal Tiger Plaxton Paramount 3500, power door, integral side lockers, ducted heating, drinks machine, toilet, tv/video, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 13.02.90. Choice of 2.
1984 Leyland Tiger 245F Berkhof Esprite, underfloor lockers, plug power door, ducted heating, toilet, drinks machine, box for tv, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 25.06.90.
1983 Leyland Tiger 245 Plaxton Paramount 3500, power door, side lockers, wheel discs, heated mirror, toilet, tv/video, radio/pa/cassette, 49r seats and courier, int brown stripe, ext white, MoT 28.07.90.
1982 Leyland Leopard ECW EXP, semi-auto gb, destination gear, driver's partition, int autumn tint, ext white, 49 seats, MoT 05.05.90.
1982 Leyland Tiger 218 Plaxton Supreme V Ex, 3 heaters, power door, side locker, radio/pa/cassette, 53 seats, int autumn tint, ext white, MoT 30.10.89.
1982 Leyland Leopard Duple Dominant IV, ZF gearbox, power door, SBG dome, 4 heaters, radio/pa/cassette, 53 reclining seats, int blue/grey, ext white/blue, MoT 08.89.
1981 Leyland Leopard Duple Dominant II, ZF gb, power door, Telma, side locker, Bristol dome, 3 heaters, radio/pa/cassette, int red/orange, ext white, 53 seats, MoT 18.01.90, choice of two.
1981 Leyland Leopard Plaxton Sup IV, semi-auto gb, manual route gear, power door, Bristol dome, heated windscreen, 53r seats, int yellow/black, ext white, MoT 01.06.90
1981 Leyland Leopard Plaxton Supreme IV EXP, semi-auto 2 speed gb, heated windscreen, 48r seats, Bristol dome, driver's cab, int autumn tint, ext cream/orange, MoT 25.11.89. choice of 3.
1980 Leyland Leopard Duple Dominant II, semi-auto gb, side lockers, power door, Webasto, Bristol dome, 50 Chapman r seats, int retrim brown/red stripe, ext white, MoT 10.11.89.
1979 Leyland Leopard Duple Dominant II, power door, 4 heaters, radio/pa/cassette, 57 seats, int red/orange, ext white/blue, MoT 01.90.
1978 Leyland Leopard Duple Dominant I, power door, Telma, Bristol dome, Webasto heaters, side locker, 49 seats, int blue stripe, ext white, MoT 12.01.90.
1972 Leyland Leopard Plaxton Elite, power door, autolube, side locker, 2 heaters, radio/pa/cassette, 40 fixed seats, int autumn tint, ext red/cream, MoT 23.11.89.

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Andrew Hamilton	(0908) 222339	0836 582376
Tim Presley	(0204) 658249	0860 717270
Stephen Broom	(0909) 478223	0836 583485
David Donati	(0873) 811127	0836 620029

Stuart Johnson Ltd, Bus & Coach Centre Claylands Avenue, Worksop, Notts. S81 7DJ Tel: 0909 500822, Fax: 0909 500165

CONTENTS

[redacted]

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ABC
MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS

FEATURES

Community Show 23

The Community Transport Show highlighted some of the latest advances for disabled passengers. Ian Yearsley reports.

Profile 25

Editor Alan Millar visits the Carlyle Bus Centre and finds a company with its eyes fixed firmly on the future.

Tourism 35

In the last of his three reports from Austria, Frank Forster bids a sad farewell to stunning Styria.

REGULARS

Licensing and Legal 13

The proprietor of Five Star Travel has had his licence revoked by traffic commissioners. Read the full details.

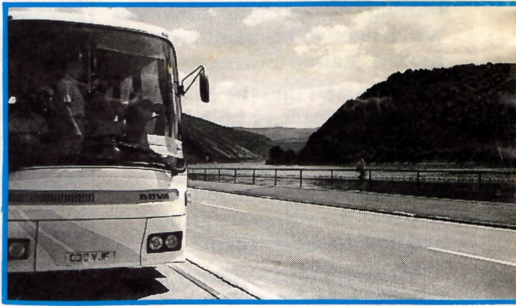
Fleet Update 20

Brand new coaches are being delivered to operators across the country. Find out where they're going.

On Target 9

Marksman has some hard-hitting opinions about proposed coach law changes.

Community Transport Show – page 23.



Frank Forster bids farewell to Austria – page 35.

Alan Millar visits the Carlyle Bus Centre – page 25.

COACHMART Says

OPERATORS reading this week's report of the Community Transport Show could be tempted to think that it caters for a market other than theirs.

After all, many minibuses for voluntary groups, for local dial-a-ride and for the transport of disabled people are effectively in competition with the professional bus and coach industry.

Why else should the industry be resisting Government moves to free the voluntary sector for EEC driving licence proposals?

But it is worth asking why so many of these voluntary groups have gone to the trouble of involving themselves in the whole complex business of owning and operating minibuses which need to be maintained, fuelled, staffed and managed.

Could it be that the coach and bus industries have failed to let the voluntary groups know what they can do to help them or have not yet appreciated the needs of the voluntary groups and how to satisfy them?

Many operators already own minibuses or specially adapted coaches which could meet many of the needs of the voluntary groups. Many others could do so if they made contact with this potential market and went out hard to sell into it.

For it is common for us to hear of groups catering, for instance, for disabled people, being unable to locate coach operators with suitably equipped vehicles.

Many conventional markets have become so price competitive that there is little profit left in them. In looking for new markets, the community transport sector could be well worth some close consideration.

[redacted]

Western Travel buys Vanguard Coaches

WESTERN Travel has bought the Gloucestershire-based Vanguard Coaches Ltd, to complement its ownership of Midland Red (South) and the Cheltenham and Gloucester Omnibus Company.

Vanguard has taken seven years to expand its fleet from two vehicles to 24, and expects to provide the same services despite the take-over. Partners Steve Cooke and Malcolm Wilson maintain the move was necessary.

'Vanguard needs access to greater financial resources,' said Wilson.

Vanguard's last audited figures showed a turnover of around £700,000, and gross profits of around 35 percent, but Wilson hopes this will be built upon very soon.

'We have the full backing of Western Travel,' said a delighted Wilson.

Cooke and Wilson are joined on the board of directors by Western Travel's Norrie Thomas and Mark Rhys-Davies. Both companies insist that Vanguard – which relies on stage carraige work for just half its business – will remain separate from the stage carriage-based Midland Red (South).

'I am delighted that both Steve Cooke and Malcolm Wilson are carrying on in the day-to-day management of this company, which they have built up so successfully,' said Western chairman Mark Thomas.

Archway for Shearings

SMITHS Shearings has taken over Archway Motors (Coaches) Ltd of Shifnal, Shropshire. The deal, for an undisclosed sum, includes the Aston Street premises, 23 PSVs plus an associated taxi company, which Shearings intends to develop.

Ian Longworth, Shearings Coach and Bus Managing Director, said: 'There are several immediate operational advantages in all three strands of our existing business, tour operation, local bus services and contract and private hire coach work. We have plans for expansion in the Shropshire area generally and the acquisition of this strategic site suits those plans well'.

Although the vehicles acquired will not be retained, the five full-time and 20 part-time drivers will transfer to Shearings.

Midland Fox upgrades fleet

MIDLAND Fox the local bus operator based in Leicester is to introduce its first G reg vehicles. Eleven midi buses and five double deckers, together with an ex-demonstrator F reg luxury Van Hool Alizee coach are joining the existing fleet.

Fox subsidiary Fairtax Foxhound of Melton Mowbray is to recieve the Van Hool, which is the first coach to be fitted with the Cummins 325 BHP engine.

Jeremy Millen, promotion and publicity manager, told *Coachmart* that this upmarket machine was an addition to the fleet, as will be five Leyland Olympian 9.6 metre double deckers to be introduced on the competitive Wigston routes in October. These Alexander RH 75 seat bodied deckers will be powered by Gardner 6LXB driving through a ZF 4HP 500 automatic gearbox.

To complete a seven figure investment the Fox Cub depot at Sandacre Street, Leicester is currently receiving 11 brand new Maxi Fox Cubs.

Fox commercial director Trevor Petty said: 'The new vehicles are part of our long term investment plans for public transport in Leicestershire.

NEXT WEEK

On Test

Rod Davey checks out the futuristic Optare Delta.

Licensing and Legal

Latest reports from traffic commissioners round the country.

Company profile

Microsystems of Poole explains how the microchip has revolutionised the humble ticket machine.

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Pair for OFT case

THE Office of Fair Trading is taking proceedings in the Restrictive Practices Court with regard to an allegedly restrictive agreement – made between Plymouth Citybus and Western National last November.

Although the agreement, which involved the fixing of fares and a joint timetable on one route, ended in June this year, the OFT wants to ensure a decision is made to see that it is not revived. The major bone of contention is the agreement was not registered within the time limits set by the Restrictive Trade Practices Act 1976 – and was therefore operated unlawfully.

According to the Director General of Fair Trading, Sir Gordon Borrie, the action re-emphasises his intention to take action against operators who make covert, and therefore unlawful, restrictive agreements. He said: 'If bus operators persist in getting together to make and operate secret anti-competitive agreements, then they must expect me to refer them to the court.'

Commuters' coach plan

LONDON rail commuters staggering under a 20.8 per cent fare rise, could face another increase in the New Year.

Now buying and running a fleet of commuter coaches is being discussed by Peterborough Rail Users' Group. This interesting initiative has been welcomed by National Express, but spokesman Mark Parry said: 'We wonder whether they are aware of the difficulties such as parking'. Parry told Coachmart: 'We offer a good commuter service to London, with an annual season ticket of £975, and would welcome any enquiries'.

National Express service 470 leaves Peterborough at 5.45 am, with commuters arriving back at 7.15 pm. Loadings according to Parry average 20, with only a few season ticket holders. This compares with train journey times of 55 minutes.

Operators in bid for double summer time

DOUBLE British Summer Time is to be recommended by the Bus and Coach Council in its response to the Government's consultative document.

Following discussion within its standing committees the BCC has decided that the best interests of the industry are served by a time harmonisation with our European neighbours.

The BCC considers that the status quo would condemn business to the problems of time differences. There should be improved benefits to coach businesses following the 1992 relaxations if the BCC recommendation is accepted.

Liam Fitzpatrick, BCC public affairs officer, said the BCC had been impressed by the evidence of the Transport and Road Research Laboratory research.

The double BST proposal will add one hour to both winter and summer times. Winter would be GMT plus one hour, and summer would be GMT plus two hours.

It is now 18 years since the experiment which is the basis of TRRL evidence. Many readers will remember the dark winter mornings between 1968 and 1971. School children were condemned to a walk to school in the dark.

School buses had to pick children up on dark country lanes. Reflective armbands became standard issue to many primary children, before some schools seriously considered altering starting times with all the implications that would have for bus and coach operators.

TRRL research, which compares the experimental period with accident rates since, shows that a change of time reduced accidents. Even though there was an increase in accidents during the morning the overall saving at 1987 prices is costed at £90 million.

Law sells interest

745 NEWCASTLE
GO AHEAD NORTHERN
DAF
G742 RTY

Go Ahead Northern... bought out Law Travel's bus interests.

LAW Travel of Derwentside has sold its bus interests to Go-Ahead Northern with effect from September 16. Ted Watson of Law Travel will concentrate on its private hire, excursion and tours business.

Go-Ahead Northern's commercial director Chris Moyes told *Coachmart* that the take-over of the Consett-based operation would 'avoid duplication of effort'. Moyes also said the company could now justify investment in new vehicles.

Fourteen DAF Optare Deltas have been delivered to Go Ahead Northern. They will be used on longer distance services such as Consett to Newcastle. Law Travel has competed on the Newcastle route for the past year.

Showbus set for success

ORGANISERS are expecting a big turnout for this year's Showbus rally at Woburn Abbey on September 24.

Operators appearing for the first time include Metrobus of Orpington with a recently-delivered Olympian, Portsmouth Citybus with an old open-topped Titan, Rossendale Transport, Northern Scottish, OK Motor Services and South Wales Transport.

Novelties will include Mike Sutcliffe's 1921 Leyland G7 charabus, which will lead the 50th RT anniversary parade.

DAF's bus of the year, the Optare Delta SB220, will provide a free service between the rally and Woburn village.

Plan attack

CLYDESIDE-Western management has come under attack from leaders of the employee's buy-out committee over a decision to phase out all conductors and merge area managers/traffic supervisors.

The move comes in advance of the Scottish Bus Group privatisation. A management-led employee share ownership plan rivals the employee's buy-out committee in a fight for the combined companies.

Eddie Cassidy, EBO chairman and shop stewards' convenor, described the loss of conductors as 'nothing more than a carpetbagging exercise'. This claim was totally refuted by managing director Alan Wilson, who told *Coachmart* that, 'there would be justifiable savings without compromising the business'.

Wilson claimed that, 'the bus market in Glasgow had stabilised, since the early days of deregulation'. Clydeside attracted national attention with its introduction of clippies and 75 ex-London Routemasters in October 1986.

Clydeside-Western will revert to one-person operation with the help of 60 vehicles from other Scottish Bus Group fleets. The EBO committee does not believe that such a move will save money, because of extra OPO payments, higher depreciation, maintenance and fuel costs. Wilson said: 'We would not be making the change without the prospect of saving money'.

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1986 'C' CAETANO VIANA – Iveco 79. 14 chassis, 19 coach seats, power door, curtains, racks. Choice of 3

1981 'X' MERC 508D – Reeve Burgess, 21 seats, Bristol Dome, side lockers, parcel racks, boot.

1986 'C' LEYLAND CUB – Optare, 33 seats and 8 standee, automatic g/box, destination blind.

1979 'V' BEDFORD PJK – Duple Dominant. 29 coach seats.

1985 'B' FIAT 6010 – Caetano Beja. 18 seats, power door, curtains, parcel rack.

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Alistair Wilson, London, S.East	(0378) 74745
	(car) (0860) 743272
John Walker, Showroom Sales Executive	

Coaching laws: Let's look at the whole jolly lot

OVER the past two weeks I have given an over-view on some of the impending legislative changes.

You may remember that I prefaced it with the reminder that the revised 'Conduct' Regulations are likely to be laid before parliament soon after the summer recess. The 'Palmer' review of the Traffic Commissioners' areas and functions will follow later.

On top of that there are a few more items in the wind – it is known that the Department of Transport is being put under some pressure to abandon the 'three for two' seating allowance in respect of children.

This is being opposed by the Local Authority associations as it would have a dramatic effect on the cost of statutory school transport. So, should it come to pass, there may be some financial benefit for we operators; but at the probable cost of less flexibility on loading vehicles when on service or excursions and the negative public relations task of endorsing it on private hires.

Even if we manage to generate a pound or two there, it will vanish away again when the EEC Directive, which has been adopted by the EC Commission, to increase the minimum tyre tread depth for PSVs with more than nine seats to 1.6mm is imposed upon us.

With speed limiters coming on stream, seat belts looking threatening, weight enforcement action ever increasing and adoption of the new regulatory concepts which stem from 1992 (like cabotage); we certainly look as if we will have legislative indigestion.

If we must have not only such a surfeit of total legislation, but also a whole bag full of it changed almost at the same time – is it not possible for there to be a simultaneous, total review of all the regulatory control which we have to observe rather than this present process of picking over separate parts of it.

Surely it is all interlinked and interdependent. For example I can see no point in revising legislation on Operator licensing without knowing whether the Traffic Commissioners are even going to retain their present duty of controlling it.

Those who have compared the legislative processes of different countries have found, as I have remarked quite often, that British legislation tends to over-react, frequently because it seems expedient to do so. We currently have a prime example – the requirement, arising of the sad affair of the Marchioness, for a list to be retained on land of the passengers on a pleasure craft.

This has nothing whatsoever to do with the safety of boats or navigation and it will not save a single life. It is a pointless over-reaction which imposes an extra cost burden on boat, and coach operators.

For we are now required to furnish such a list for local canal cruises. It only wants a coach to run off the dock-side at Dover, or a loaded bus to plunge through the parapet of a river bridge for this senseless requirement to be extended to PSVs.

If this is what we are to expect from our new Secretary of State for Transport, heaven help us all.

In adopting this line I am returning to a theme of some of the early 'On Target' features: is it not high time that the whole of the legislation affecting bus and coach operation was critically examined with a view to discarding that which has no impact on the safety of passengers and other road users.

For years and years we were obliged to remove steering arms each time a vehicle was certified, polish them up, and have them crack tested. Furthermore, regulations forbade the painting of this particular component lest it concealed an incipient fracture.

No doubt this legislative requirement arose out of some nasty accident in about 1920 and for half a century the over-reactive regulation was applied until, suddenly, someone realised that there had not been an accident caused by a fractured steering arm in generations.

There are multitudes of examples in our present legislation of wholly unnecessary or outmoded restrictions, or controls which have no bearing at all on safety. Many of these are frequently ignored by all parties (e.g. notification of the Department of Transport each time tables, detachable serveries or toilets are fitted to or removed from coaches). With so much new legislation either imminent or under consideration, surely it would make sense to sit down and take a critical look at the whole jolly lot.

War graves made us think

SOME time ago, while on an educational tour of Northern France with a coach-load of operators, our somewhat convivial – if not revelous educational process – was quietened down when we visited one of the beautifully kept cemeteries of War Graves.

All of us, at that time, and I expect many other readers will have experienced this, became somewhat saddened and very reflective by what we witnessed. Rows and rows of fallen soldiers.

It brought home the pain, suffering and futility of war far more than any war memorial or remembrance parade. At a time when the media seems to be having a field day glamourising the 50th anniversary of the start of the second world war, I hope that we coach operators who so dramatically were halted in our tracks will pause and remember the impressions gained at those war cemeteries.

Feeling the pinch

I SENSE that the Traffic Commissioners may be feeling a little threatened by the 'Palmer' review and are flexing their muscles a bit.

One Commissioner has suspended a PSV driver's licence for a week after he was caught smoking while in charge of a bus. Yes, I known it has long ben illegal, but it is another rarely-enforced regulation with no significant safety connotation.

Another Commissioner has place a notice regarding drivers smoking on duty in Notices and Proceedings.

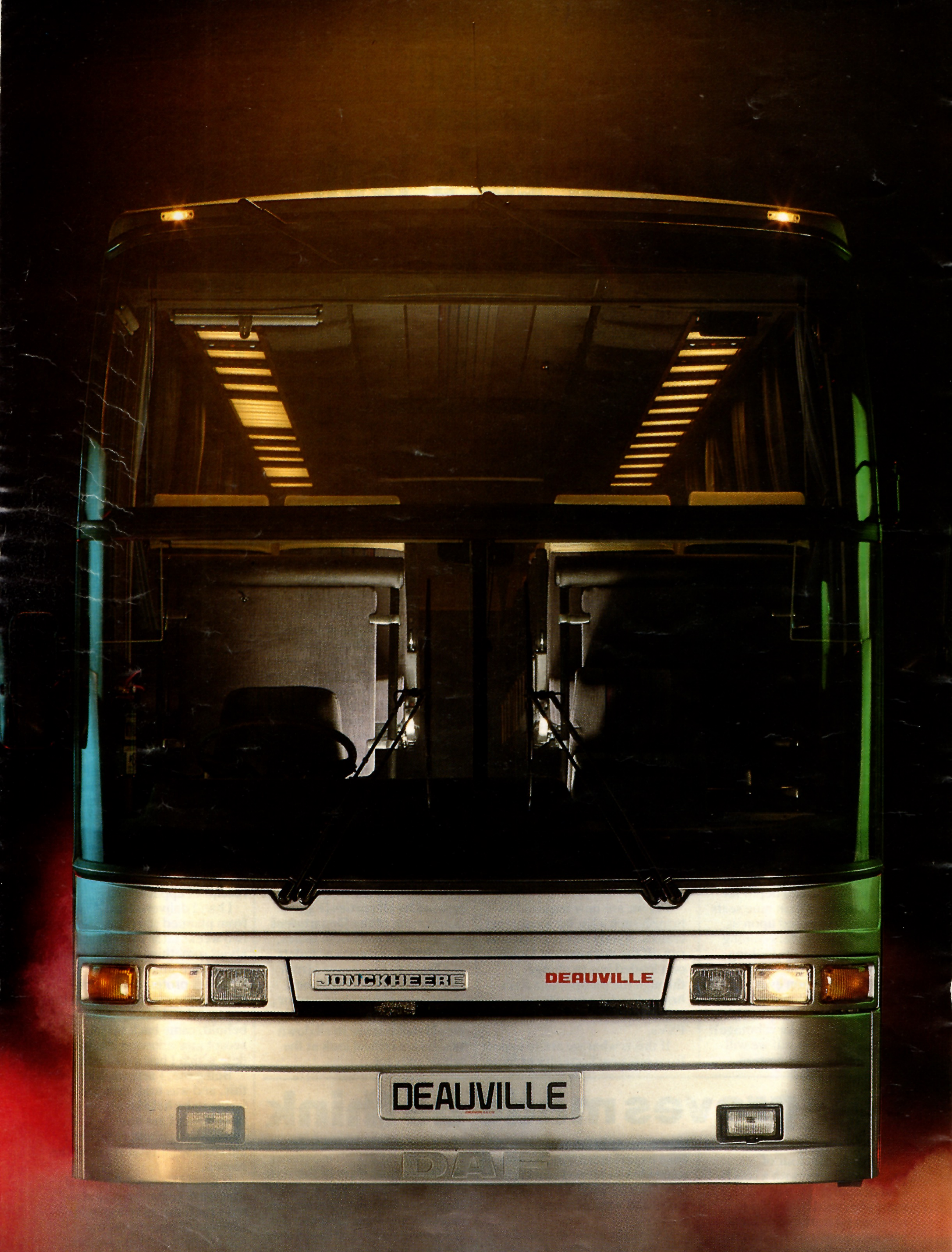
Yet, on the other hand, there is some evidence that they are seeking the support of operators in their battle for survival. Despite all the hoo-ha about when the 42 days period counted from, receipt of a registration or its acceptance as being correctly presented, (the ruling on which was that counting started from when the registration had been found to be presented in an acceptable form); my Traffic Area, with a nice disregard for what is said to be the correct application of the law, is allowing registrations to be operative 42 days from receipt of applications.

I hand delivered one 43 days from planned start date. Some two weeks later I was contacted about something in it which was considered unacceptable.

Under protest I wrote in altering the registration into the approved style and, lo and behold, came back toe acceptance allowing the start date which I had asked for!

Being me, I actually queried this, and was told: 'We are trying to be helpful to operators'. I am not complaining about that, but I am somewhat cynical about the reason.

It would be more helpful if they took active steps to stop the proliferation of unlawful carriage of passengers for reward by bandit mini-buses, and larger vehicles run by schools, sporting and other social organisations.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Five Star Travel's licence is revoked

THE PSV operator's licence held by Mr R S L Carter, trading as Five Star Travel, of Penketh, Warrington, has been revoked by the North Western Traffic Commissioner, Mr Martin Albu.

Mr Carter had been called to disciplinary proceedings in Manchester because of his unsatisfactory maintenance record and because of complaints from Cheshire County Council about failures to operate local services in accordance with their registrations.

Mr Trevor Dobson, Cheshire County's transport co-ordinator, said they had received complaints about the operation of Mr Carter's services from members of the public. Those complaints were passed on to Five Star Travel but there was no response.

As a result, the County Council carried out a monitoring exercise during April and May. They were not able to monitor for the whole of the time, due to other duties. They found that the services concerned were not operating to any regular degree.

Nineteen journeys, some 13.7 per cent of those monitored, were missed on a Monday to Saturday service operated between Warrington and Liverpool. Twenty nine journeys of those monitored also failed to operate on a Sunday service between Warrington and Widnes.

Further checks were carried out on two Sundays in August, when it was found that half of the Warrington to Widnes service failed to operate.

Mr Carter maintained that a number of journeys on the Warrington to Liverpool service the County were saying did not operate, did in fact operate. He had waybills from the drivers to prove that journeys on May 27 and June 1 did run.

Mr Dobson said it was hard to prove a negative. The inspectors carrying out the monitoring exercise were asked to monitor the journeys they could see from the kiosk. They also went to the bus stand and waited for five to 10 minutes.

Mr Albu said both services were commercial services and it had been suggested that the inspectors had concentrated on Five Star Travel during the monitoring exercise.

Agreeing that was so, Mr Dobson said the reason was the complaints from passengers. If there were a persistent number of complaints, then the County monitored the service or services concerned. They had an information manager at Warrington whose task was to answer questions from the public and to monitor services.

Mr Carter said the trouble had arisen because he only had one back-up vehicle. He did not think the operational figures for the Warrington to Liverpool service were that bad.

Mr Dobson maintained that the level of failure was high, particularly on the Warrington to Widnes service. He said the acceptable level of failure was about two per cent.

Department of Transport vehicle examiner Mr George Carmichael said Mr Carter had been granted a licence in 1988 after a maintenance investigation at the time proved to be satisfactory. However, two vehicles were spot checked on March 14 and both were given immediate prohibition notices. There were five defects on each vehicle, three of which were immediately dangerous.

In May 1989, the County Council had carried out its own maintenance investigation. Of three vehicles examined, two were found to be unroadworthy.

On May 18, the Traffic Area carried out its own maintenance investigation. Maintenance work was said to be carried out by BRS Northern. However, it transpired that Mr Carter was doing most of the repair work on the vehicles himself, maintaining that he was capable. Mr Carter also said that some work was being undertaken by D S Commercials. There were no inspection records or driver defect reports available and it seemed that most of the repairs were being carried out on site. Of the three vehicles in possession, one had only just been purchased and a second had a seized engine.

licensing & legal

WEEKLY REPORT ON LAW AND THE COACH OPERATOR

By Michael Jewell

Mr Carmichael said he gave the third vehicle a full inspection, issuing it with an immediate prohibition for two immediately dangerous defects and a defect notice for eight items. A further prohibition was issued when that vehicle was presented for clearance.

Mr Carter said the necessary repairs had been carried out by D S Commercials, but when the vehicle went in for clearance it received another prohibition for different faults.

Questioned by Mr Albu, Mr Carmichael said there were three vehicles in possession and maybe four or five vehicles in the yard. Mr Carter was trying to update his vehicles and it was mainly one vehicle that he was having problems with.

The facilities were not adequate and there were not enough records. He was unable to express an opinion about technical knowledge.

Mr Carter said he admitted failing to operate the Warrington to Widnes service on Sundays. At the moment he was awaiting the delivery of a new vehicle that he had been promised. He needed a total of four vehicles if both the registered services were to be operated fully.

They had been missing the half hour timings on the Warrington to Widnes service. There had also been problems with a breakdown, tyre trouble and drivers letting him down. To keep the Warrington to Liverpool service running he needed two vehicles. At the moment, he had three vehicles in possession.

Mr Carter said when he applied for the licence he had stated that BRS Northern would be undertaking the maintenance. However, he now used D S Commercials, who were just round the corner from his premises.

He had a verbal contract with that firm. The vehicles were being regularly inspected, and in fact one was booked in with D S Commercials next week. It should have gone in yesterday but the inspection had been put back a week as D S Commercials were already working on one of his vehicles, putting in a new back axle.

He had applied to lease an industrial unit, which would incorporate a covered workshop and a parking area.

Questioned by Mr Albu, Mr Carter agreed that he had not been running the Warrington to Widnes service. He said when the licence was granted a Mr Philip Miles had been nominated as his professionally competent transport manager. Mr Miles had stayed with him for the first couple of months.

He was going to join him full time but in the end he had decided to stay with the company he was working for.

Agreeing that currently he did not have a professionally competent transport manager, Mr Carter said he was taking the examination to obtain a Certificate of Professional Competence of his own in October. He had tried to keep on top of things all the time but he had been let down with everything. He had had trouble with deliberate vandalism.

Revoking the licence, Mr Albu said he had heard enough. Mr Carter had failed to keep to the undertakings he had given in ▶

▶ regard to maintenance when the licence was granted. No maintenance records had been kept, the maintenance arrangements had been changed without any notification to the Traffic Area, and Mr Carter did not have a transport manager.

In addition, he had failed to run his local services in accordance with their registered particulars. In the circumstances, he had no option but to revoke the licence and cancel the registrations. He would be prepared to consider granting Mr Carter a new licence when he had new premises and a new transport manager.

Order of the boot for proposed order

HAMPSHIRE County Council has accepted the recommendation of an inspector that a proposed Traffic Regulation Order, banning large buses from operating local services in the Hedge End area of Southampton, ought not to be imposed.

The County had proposed making the Order, following pressure from local residents. However, because they felt that it was very much of a test case, they appointed an inspector, Sir Richard Posnett, to hold a public inquiry after Musterphantom Ltd, trading as Solent Blue Line, Wilts & Dorset Bus Co Ltd and the National Federation of Bus Users voiced objections.

In a written report, following the three day public inquiry, Sir Richard recommended that the Order not be made. He concluded that it was not justified, saying that the need for public transport on the route concerned outweighed the fairly modest inconvenience occasioned to residents along the roads concerned by large buses.

He also felt that the proposed Order, as drafted, was outside the provisions of the 1984 Road Traffic Regulation Act. (*Coachmart,* July 6)

At a subsequent meeting of the County's roads and development sub-committee, it was decided to accept that recommendation.

Another licence revoked

THE Metropolitan Traffic Commissioner, Air Vice Marshal Ronald Ashford, has revoked the licence held by Harmondsworth, Middlesex, operators Family Coaches Ltd, trading as Draytonian Coachlines, at a public inquiry in London.

The company, of the Norman Hay Trading Estate, Bath Road, held an international licence authorising the operation of 14 vehicles.

The Commissioner concluded that the ownership of the company had changed on a number of occasions without the Traffic Area being notified, that the requirement in relation to professional competence was not being met and that the company had failed to maintain its vehicles in a satisfactory condition.

Mr Ashford said he found that the company was no longer of good repute because of two convictions for failing to produce tachograph records, because it had operated a vehicle without a valid test certificate and because it had operated a vehicle without paying vehicle excise duty.

He directed that the revocation take immediate effect, as did not consider that there were adequate arrangements for the effective control of the company or satisfactory arrangements for the maintenance of its vehicles.

Dismissal was unfair

A TIME book clerk, dismissed on redundancy grounds by York City & District Travel Ltd, has won a claim for unfair dismissal before a Leeds Industrial Tribunal. The Tribunal has adjourned the proceedings for the parties to reach agreement on remedy.

The clerk, Mr Alan Jones, had claimed that his dismissal, ostensibly for redundancy, was automatically unfair as in reality it had been on the grounds of his trade union activities.

The Tribunal was told that Mr Jones had been employed as a bus conductor from 1969 until 1978, leaving in September of that year. He returned to the company in May 1979, being employed as a cash and waybill clerk. Consequently, at the time of his dismissal, on April 1 1989, he had just over nine years service.

Mr Jones's job had been to ensure that the road staff were paid for the actual hours that they worked. The procedure was that a sheet was prepared which anticipated what a driver would be doing on a particular day.

An inspector would then make notes as to what actually happened on the day in question. When variation occurred, the inspector marked them on a detail sheet, which was passed to Mr Jones, who would then work out the wages before passing the sheet to the wages department.

The company's management considered that that system led to errors, so they decided to alter the procedure. It was decided that the detailer should do the whole process in one. In other words, the detailer would prepare the sheet in advance and send it to the depot for the inspector to check.

The inspector would note the changes on the day in question and pass the sheet back to the detailer, who would then prepare the time sheet for payment.

At the same time, it was also decided to restructure the staff from inspector level and above. That resulted in a reduction in the management staff from 11 to nine, so that two people were to be made redundant. All the employees concerned, including Mr Jones, were invited to apply for the nine new jobs.

There was a meeting with the union, at which Mr Jones was present in his capacity as branch secretary, and the whole matter was discussed. Mr Jones applied for all four new job categories, namely operations controller, shift supervisor, staff detailer and services supervisor.

The Tribunal said that according to the company, none of those jobs were comparable with Mr Jones's former job of time book clerk. Mr Jones was interviewed, but he was not considered to be suitable for any of the posts.

After the first stage interviews, there were still two shift supervisors' and one staff detailer's jobs available. Mr Jones was told that he would go forward and be considered at the second stage interviews, that it would not be necessary for him to attend those interviews, ▶

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Leyland Titan TL11 Park Royal
Colour: Exterior red/white/blue. Interior autumn tint.
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First Reg: 05.02.80
MOT: 07.10.89
Reg. No: GNF 12V

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Ford R1114 Plaxton Supreme IV
Colour: Interior Brown.
Add. Equip. Tinted windows, radio, telma, arm rests. *Seats 53.*

First Reg: 05.03.80
MOT: 18.11.89
Reg. No: JDB 943V

Bedford PJK Duple Dominant 7' 6" wide
Colour: Exterior red/white. Interior red.
Add. Equip. Power doors, bus seats. *Seats 31*

First Reg: 01.03.82
MOT: 20.03.90
Reg. No: SVN 6X

DAF MB200 DKFL 600 Duple Carribbean
Colour: Exterior blue/white/orange. Interior brown.
Add. Equip. Side lockers, radio, PA, cassette, splitter gearbox, rear continental door, exhauster, tinted windows, plug door. *Seats 55.*

First Reg: 01.05.84
MOT: 31.05.90
Reg. No: A455 JJF

Kirkby - Luxury Coach Sales

Leyland Tiger 245 ZF Plaxton Paramount 3500
Colour: Exterior red/white. Interior red stripe
Add. Equip. Plug door, crew seat, radio, PA, TV & Video, reclining seats, arm rests, tinted windows, curtains, moquette to roof, side lockers, rear continental door, rear sunken toilet. *Seats 49.*

First Reg: 01.03.84
MOT: 14.11.89
Reg. No: DSU 108

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Colour: Exterior red/white. Interior red stripe
Add. Equip. Crew seat, ferry lift, reclining seats, arm rests, tinted windows, moquette to roof, side lockers, curtains, plug door, PA, radio. *Seats 53*

First Reg: 13.03.86
MOT: 12.10.89
Reg. No: C232 HTX

Volvo B10M GL Plaxton Paramount 3500
Colour: Exterior white/orange/blue. Interior brown.
Add. Equip. Exhauster, wheel discs, crew seat, reclining seats, arm rests, tinted windows, blinds to windows, moquette to roof, centre demountable toilet, centre continental door *Seats 49/53.*

First Reg: 1987/88
MOT: 23.11.89
Reg. No: E565 UHS

Volvo B10M GL Caetano Algarve Low Driver
Colour: Exterior orange/white/blue. Interior fawn.
Add. Equip. Radio, PA, crew seat, blinds to windows, plug door, tinted windows, centre demountable toilet, centre continental door, side lockers, full soft trim, reclining seats. *Seats 49/53.*

First Reg: 26.03.86
MOT: 30.01.90
Reg. No: C678 KDS

Volvo B10M GL Van Hool Alizee
Colour: Exterior beige/yellow/orange. Interior brown/orange.
Add. Equip. Radio, PA cassette, side lockers, moquette to roof, telma, double glazing, blinds to windows, arm rests, webasto, reclining seats. *Seats 53.*

First Reg: 09.03.84
MOT: 13.11.89
Reg. No: A193 MNE

Volvo B10M GL Duple 340
Colour: Exterior cream/orange/brown. Interior brown/orange.
Add. Equip. Tinted windows, side lockers, PA, wheel discs, radio, cassette, splitter box, telma, curtains, reclining seats, arm rests, radial arm wipers, exhauster, rear continental door, moquette to roof. *Seats 50.*

First Reg: 05.03.87
MOT: 23.11.89
Reg. No: D217 LWX

Volvo B10M GL Plaxton Paramount 3500
Colour: Exterior cream/orange. Interior brown.
Add. Equip. Reclining seats, arm rests, PA, cassette, telma, crew seat, curtains, moquette to roof, luggage cupboards. *Seats 53*

First Reg: 03.03.85
MOT: 02.11.89
Reg. No: B875 XWR

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▶ but if he wanted a talk about the situation one would be arranged.

It was claimed that Mr Jones had said there was no point, as it was all a put up job and it had been predetermined.

Again, said the Tribunal, Mr Jones was not selected. He had added to his application form that he would also like to be considered for a scheduling clerk's position that had become vacant through resignation. However, again he was not considered suitable for the post.

On the day that Mr Jones's employment was terminated on redundancy grounds, a traffic clerk's position became vacant. That position was not offered to Mr Jones because the company felt that he had earlier indicated that he did not want to go any further.

The Tribunal said that the company had got over the first hurdle in that they had satisfied them that there was a permissible ground for dismissal, in that there was a redundancy situation. That therefore precluded the question of dismissal for trade union activities because they were satisfied that the dismissal was on redundancy grounds.

However, the Tribunal had then to consider whether the company had acted reasonably or not. On Mr Jones's behalf, it had been urged that the company had not strictly adhered to the redundancy procedure agreed with the union.

There was a heavy burden on all employers to carry out proper consultation when it came to redundancies, said the Tribunal. The agreed procedure stated that consultation between the company and the appropriate trade union would take into account the human, social and industrial problems, and it said that alternative employment must be considered. It also stated that after consultation, the company would as soon as practicable acquaint the staff affected by means of personal interview and internal notices.

There was no consultation in this case in regard to the actual redundancies. The interview that Mr Jones attended was not so much a redundancy interview as an interview aimed at deciding whether he was suitable for one of the restructured jobs. In any case, Mr Jones did not have his trade union representative present at that interview.

If the company had adhered strictly to the agreement, there should have been a redundancy interview and Mr Jones should have been represented by his union official. The question of alternative employment, and Mr Jones's qualifications, could then have been carefully gone into.

That was not done, said the Tribunal, and in that regard they considered that the company had acted unreasonably insofar as it had not adhered to the agreement. Secondly, the company did not act reasonably in relation to the consideration of alternative employment.

Mr Jones was never considered for the traffic clerk's position. If management considered that Mr Jones was not suitable for a job, the Tribunal could not go behind that decision, but if they did not consider him for a position, they had not fulfilled their obligation.

Five week warning for A1 Travel

licensing & legal

WEEKLY REPORT ON LAW AND THE COACH OPERATOR

By Michael Jewell

HEYWOOD, Greater Manchester, operator Mr T J Keating, trading as A1 Travel, has been given five weeks in which to obtain a new professionally competent transport manager or have his licence revoked.

Mr Keating, of 35 Bridge Street, Heywood, had been called to disciplinary proceedings before the North Western Traffic Commissioner, Mr Martin Albu, sitting in Manchester.

At the start of the proceedings, Mr Albu said he had information that Mr Keating's nominated transport manager had resigned in January of this year, and so far the Traffic Area had not been informed that anyone had taken his place.

Mr Keating said he was in the process of taking the examination to obtain a Certificate of Professional Competence of his own. As a consequence, at the moment he only needed a part time transport manager, or one who would work on a short term basis. The problem was that he was having difficulty trying to find someone who was prepared to take the job on that basis.

Questioned by the Commissioner, Mr Keating said he had already passed the first part of the CPC examination, but he had failed the second part. He would be taking the second part again in October.

He was familiar with the law and the regulations, due to the fact that he was running the business. The maintenance of his vehicles was contracted out to Salford Leyland DAF. Though he was a qualified fitter, he did not have the time to maintain the vehicles himself and run the business.

Mr Albu said he was in some difficulty. He really ought to revoke the licence if Mr Keating had not got a transport manager. He really had no option, as Mr Keating had had grace since January. He could not condone the situation any longer.

After Mr Keating had said there was someone interested in the job if it was on a full-time basis, and that he would know in the next few days whether the person concerned would take the job, Mr Albu said though he really should not do so, he was prepared say that he would revoke the licence in five weeks time unless Mr Keating had a qualified transport manager by that time.

Success for Suttons

MR DAVID Stephenson, trading as Sutton Chauffeuring, was successful in obtaining a new national PSV operator's licence, authorising the operation of one single decker and one minibus, when he appeared before the West Midland Traffic Commissioner, Mr John Mervyn Pugh, at a Birmingham public inquiry.

In reply to the Commissioner, Mr Stephenson, of Regale House, Rectory Road, Sutton Coldfield, said he had been in transport for nine years operating a chauffeuring firm transferring clients throughout Europe. The vehicles would be inspected every six weeks.

He already had a drivers daily nil defect reporting system and a flow chart showing the inspection dates in operation.

Mr Mervyn Pugh said he wanted the driver defect books to be personal to the driver and not the vehicle. If they were vehicle specific, the system did not work.

If a vehicle had two drivers in a day, one would not bother looking for defects. If the books were personal to the drivers, it would be obvious if one driver reported a defective buzzer and the other did not. Mr Stephenson would then be able to ask the second driver why he had not reported it. He also wanted Mr Stephenson to write a letter to his drivers, pointing out their responsibilities.

In granting the licence, Mr Mervyn Pugh said that Mr Stephenson would be receiving an invitation to a new operators' seminar.

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Second StarRider for Redwing

A SECOND Mercedes 811D Optare StarRider has been supplied to Redwing Coaches, London.

Intended for VIP work, both around the capital and on longer tours, the 29 seat coach features full soft trim, large rear boot, tinted windows, one piece coach door, driver's locker and stereo radio cassette with PA.

REDWING COACHES
REDWING COACHES
OPTARE
OPTARE

Windrush gets new Volvo

MARTIN Bowles, a Director of Windrush Valley Travel, is pictured receiving the keys to a Volvo B10M GL from Peter Davie of Havelet Leasing Ltd. The coach was supplied by Jonckheere UK and is equipped with rear sunken toilet compartment, 51 Vogel recliners, tinted double glazing, provision for Webasto, TV, video and driver's sleeping compartment with heating, lighting and telephone.

WOODWARD'S
WOODWARD'S

Volvos are additions

W S Yeates plc have supplied Woodwards Coaches, Glossop with two Volvo B10M coaches to be added to their all Plaxton fleet. The Paramount 3500s are finished to three star specification with 53 seats and are intended for private hire and tours.

GEOFF AMOS
GEOFF AMOS
F876

Big smile for unusual duo

THESE two unusual Caetano Algarves have been supplied to Geoff Amos Coaches by Salvador Caetano (UK) Ltd.

The 51 seat coaches feature rear toilet, refrigerator, courier seat, hot drinks machine, plug door and recliners. The Algarves are mounted on Dennis Dorchester 12 metre chassis.

Seen with Mr and Mrs Amos are representatives from Dennis, Gardner, and Salvador Caetano (UK) Ltd.

Bound for an island life

W S Yeates have supplied Shetland operator R G Jamieson & Son with this 11m Dennis Javelin. This 53 seat Plaxton 3200 entered service on the island of Mid Yell in a livery designed by the owner. In addition to excursions throughout the Shetland Islands, the coach will also operate on the company's Scandinavian Holidays.

Midis go south

Wadham Stringer recently delivered 20 Wessex Shuttle midibuses on Mercedes 811 extended wheelbase chassis to Yellow Buses, Bournemouth.

Featuring "Diptac" specification and interior luggage pen, the 31 seaters have been brought in to maintain service levels while reducing operating costs.

Winning pair for Whytes

Whyte's Coaches of Newmachar, Grampian, has recently collected two low driver, semi-integral DAF SB2305 DHSs from Salvador Caetano (UK) Ltd.

Both coaches include 49/53 reclining seats, tinted double glazing, centre-sunken demountable toilet, centre continental door, courier seat, full soft trim, including centre gangway carpet and Blaupunkt radio/PA/cassette.

At the hand-over were: Whyte's Ian Urquhart, Iain Brown from Salvador Caetano (UK) Ltd, Salvador Caetano-Portugal's production director Abreu Teixeira, and Bill Whyte.

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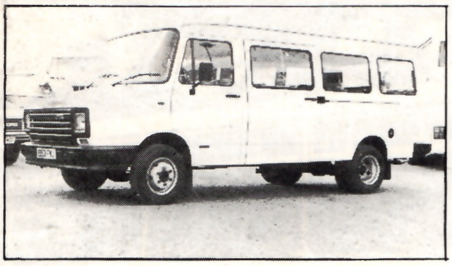

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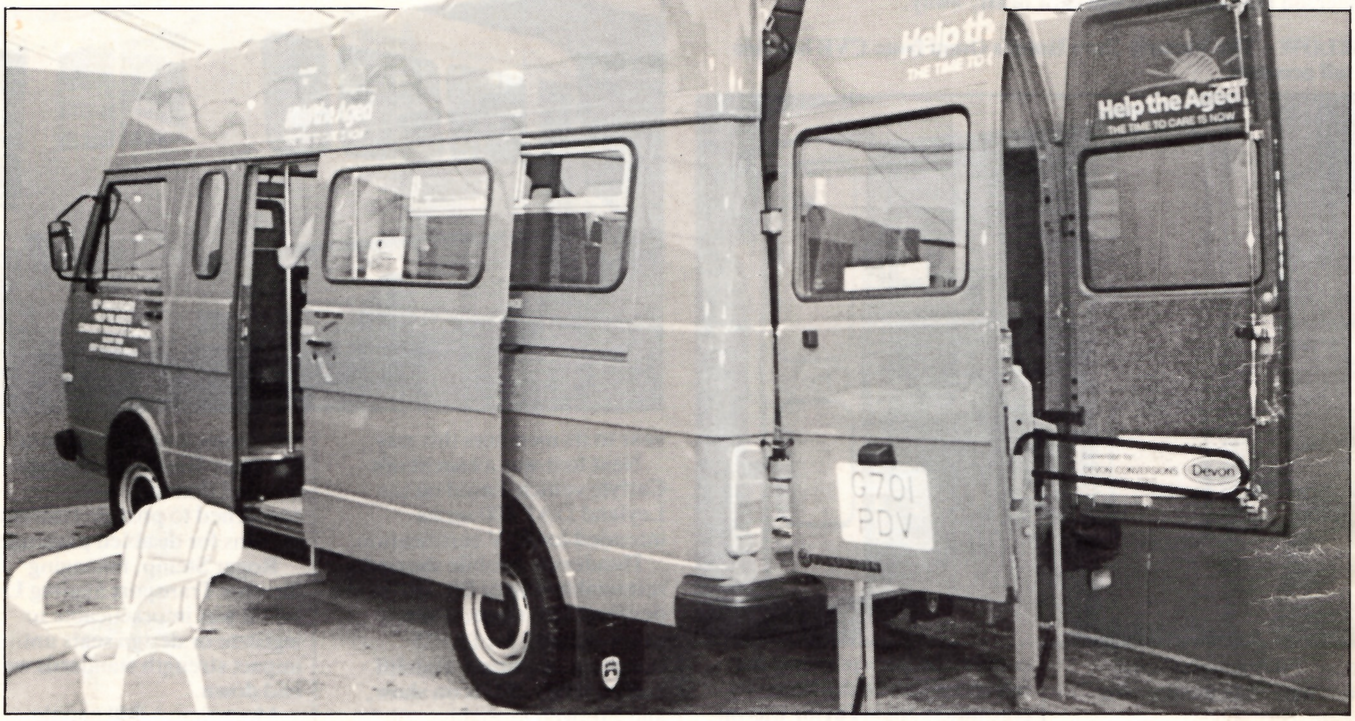
For further information, details of special hotel rates and the social programme, please contact: Liz Demaison, London Tourist Board, 26 Grosvenor Gardens, London SW1W ODU. Tel: 01 730 3450



Devon Conversions' VW LT for Help The Aged, complete with Ratcliff tail lift.

CATERING FOR THOSE SPECIAL PASSENGERS

The Community Transport Show at Coventry highlighted what's available on the market for passengers with special needs. Ian Yearsley reports.

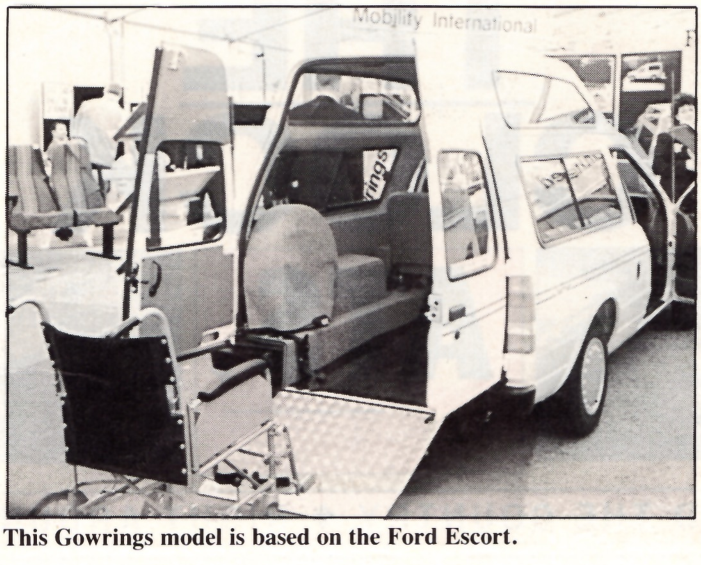
THIS year's Community Transport Show at Hereward College, Coventry, brought together a display of 32 minibuses adapted to carry passengers with special needs.

And many visiting groups from community transport operators brought their own vehicles, so that more were on view in the parking area.

Depending on definition, there are between 40,000 and 65,000 community minibuses in the United Kingdom, which means a sizeable market alongside that for public service vehicle versions.

Economics of operating are very different from PSVs, with far less concern about driver-related costs and far more about passenger restraint equipment and devices to provide ease of access.

Several exhibitions were there for the first time and one changed its name during the show. Coachbuilder and van converter Robin Hood changed its name on September 1 to Phoenix International Coachbuilders Ltd, though not in time to display the new name on the Leyland DAF 400 with Henderson Hide-A-Way lift which it displayed at the show.



This Gowrings model is based on the Ford Escort.

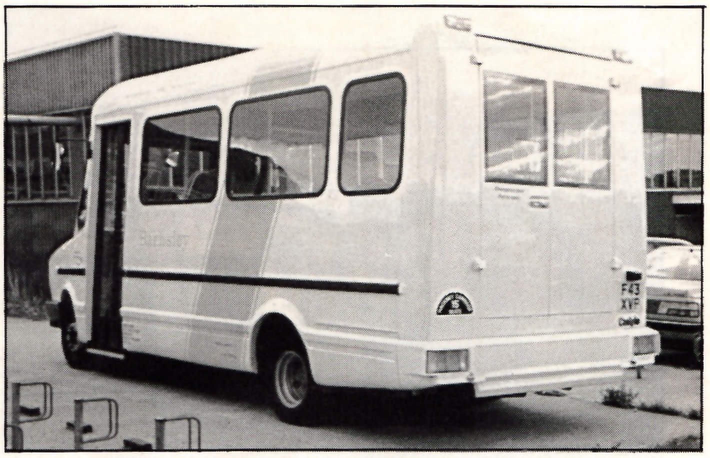
Vauxhall was exhibiting for the first time, but with three Midis unmodified for disabled passengers. Leyland DAF, Ford, Peugeot Talbot, Renault, VW and CVE all showed their products, and coachbuilders included Wadham Stringer, Carlyle, Devon Conversions, Atlas, Dormobile, Coachwork Walker, Mellor Coachcraft, Richard Holdsworth and Brotherhood Conversions.

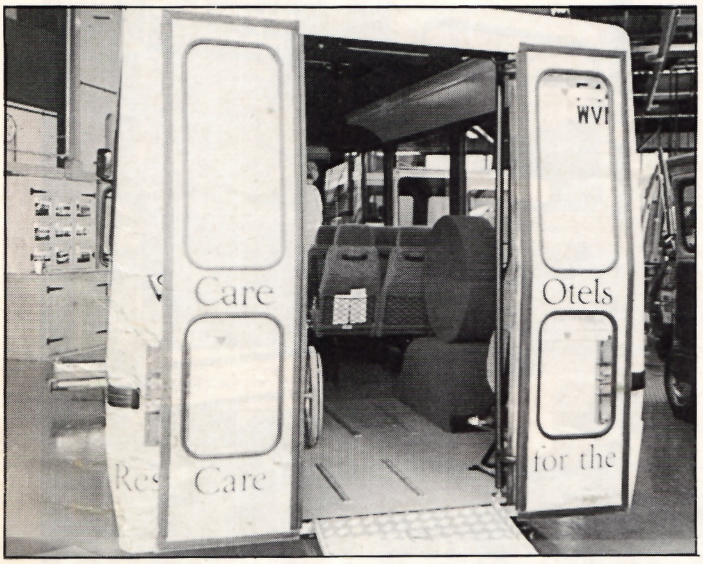
City Vehicle Engineering's Omni attracted much attention – Grant Lockhart of CVE said that the new ownership had brought more resources enabling them to develop and market the vehicle.

Though based on the Steyr design it had few parts in common. The vehicle on

● **RIGHT – The Barnsley Dial A Ride Carlyle Sherpa has a Henderson rear lift which will stow neatly away.**

● **BELOW – The Victoria Care Hotel's Omni from CVE has side and tail accesses.**





display, for Victoria Care Hotel, had Transmatic cove lighting.

Community Transport Association has a bulk vehicle purchase scheme and a Wadham Stringer Leyland DAF conversion incorporating the full specification drawn up by consultant John Taylor was on show in Camden's colours. CTA's scheme covers most products in the Leyland DAF Freight Rover range and it aims to provide about 50 vehicles a year to its members this way.

Next to it was a coachbuilt Carlyle vehicle based on the Leyland DAF 400 series intended for PSV certification.

Henderson Mobile showed a retractable scissor lift, still in the development stage, which it says will retail for £1,975 complete and fitted. Ratcliff had its range of lifts on show, and Fretwell brought a demonstrator trailer to show its underfloor lift.

Community Transport Association is pressing for seatbelts as standard on minibuses, but CTA general secretary Richard Armitage stressed that they were concerned to provide restraint systems for disabled passengers.

Roger Stemp, managing director Transport Seating Ltd said it was impracticable to legislate or design seats until impact strength standards were laid down.

More than 1,000 people visited the two-day show, including 300 delegates to the Community Transport Conference and training events linked with it.

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The 21 seater Carlyle Airport DailyCoach aircrew coach as supplied to British Airways. It has extensive potential for coach operators serving airport hotels.

CARLYLE – MASTERS OF THE MINI MARKET

In an immature minibus market, many leading manufacturers are still in a state of flux. Editor Alan Millar visited the Carlyle Bus Centre and found a company with its eyes fixed firmly on the future.

IT is a sign of the relative immaturity of the minibus market that not only have sales to settle down, but the leading manufacturers and suppliers are still in a state of flux.

The name Carlyle Bus Centre is even newer to the industry than the minibuses which dominate its business, but the Carlyle name is steeped in generations of West Midlands bus industry tradition.

The Bus Centre has grown out of what were the Carlyle Works of Midland Red, in Edgbaston, just to the west of Birmingham city centre. It is part of the management-owned Carlyle Group which was bought out of Robert Beattie's Frontsource group after National Bus Company privatisation.

It may be because of all the upheaval of NBC privatisation and industry restructure that many in the industry are still confused about just what the group does and where it sees itself going.

It has four wholly-owned subsidiaries:

● Carlyle Vehicles Mini and midibus designer and builder.

● Carlyle Engineering Services Vehicle engineering supplier to the PSV and truck industries.

● Carlyle Parts Van Hool coach and Carlyle mini/midibus parts distributor.

● Carlyle Bus Centre Mini/midibus retailer and rental company.

In addition, Carlyle and West Midlands Travel have a 49 percent stake in Merry Hill Minibuses, the Richardson twins' company which operates urban minibus services in the area around their Black Country shopping development.

The emphasis at the Bus Centre is very much on it being a retailing operation and director and general manager Chris Jones and fellow director Barry Childs have both come to it with backgrounds in the motor industry, rather than buses and coaches. Jones believes this philosophy fits the minibus market, saying: 'My advice to any operator starting with minibuses is to forget everything they learned with Titan or Leopard and treat it instead as a light commercial vehicle with intensive use.'

Otherwise, he says, engineering staff will over-tighten nuts, over oil engines and fail to appreciate that the minibus is a radically different vehicle.

That is certainly the approach which they have taken in developing their own business, particularly in identifying a gap in the market for a company which will act as a specialist minibus dealer as well as a manufacturer at a time when the market is developing rapidly, operators are finding that some base vans suit their needs more than others and when there is a steady move in favour of larger

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One of Carlyle's new range of midi buses and coaches, the first to be built by the company on Mercedes-Benz chassis, currently undergoing trials with operating companies within London Buses.

vehicles.

'Historically, bus companies disposed of their vehicles themselves because bodybuilders didn't take part exchanges,' comments Childs. 'As we found people were trading up in capacity, we have been able to oil the wheels and enable that process to continue.

They share the general view that the local service minibus market will run at around 1,200 to 1,500 vehicles a year in the immediate future, but Jones believes that it could eventually settle at 2,000 a year when the market matures.

Carlyle is currently supplying around 170 new 18 to 25-seaters a year, and is developing a 33-seater Mercedes-based contender for the heavier end of the market. Its products are developed for local service and dual purpose work, but it is dipping its toes more into the coach sector with concept coaches for National Express and crew coaches for British Airways which, it believes, may also have a wider role where small parties of incoming tourists are being taken from airport to hotel.

Carlyle believes it is different because it is prepared to offer part exchange deals and buy used vehicles to balance its stocks. It is selling as many used as new vehicles at present, but expects a maturer market will probably result in used vehicles accounting for about 40 percent of the total.

The volatility of the market – with operators going for bigger minibuses and having bursts of competitive assaults on particular markets – makes it difficult to forecast the size of the used vehicle market or even when those vehicles will be sold.

'We have no idea how long people will keep their vehicles,' says Childs. 'If it was an established market, people would keep them for five to seven years, with pubs, clubs and scout groups taking used vehicles'.

Currently, some minibuses from major fleets are being sold on to small operators who see scope for using power-doored vehicles to do school contracts and rural routes in addition to their private hire commitments. Carlyle is following potential export enquiries for used minibuses.

Jones has no doubt that minibuses will last the course. As operators have become better acquainted with the beast, and have tailored their maintenance practices to suit, Carlyle has detected a steady improvement in the condition of vehicles taken in part exchanges.

'We supplied a lot of 20-seat Sherpas to UTI for its Manchester operation and bought many of them back when it closed, sold some of them on to Yellow Buses Bournemouth and have sold some of those on again, all within two-and-a-half years.

'This is possible because the body structure is good. They may have had a reconditioned engine fitted or clutches replaced, but it only takes about 45 minutes to fit a clutch in a Sherpa,' says Jones.

Life expectancy is also increasing as chassis manufacturers improve the standard of their vehicles. A fully laden Iveco Ford Daily 25-seater will only be working at 89 percent of its capacity; the equivalent figure for the 33-seat Mercedes will be even lower. Carlyle can point to improvements in braking and electrics as the leading manufacturers have adapted to meet the special needs of the bus industry.

That is likely to be taken a step further forward as London Buses – this year's main customer for minibuses – lays down its requirements. As well as imposing strict standards of door width, window height and destination display, it requires cooling systems to ensure that its vehicles can withstand operation in Britain's most intensive urban traffic conditions.

The hire market

In addition to looking after used vehicle sales, Childs has also been responsible for Carlyle's development of the minibus hire market, an area in which it still has few competitors.

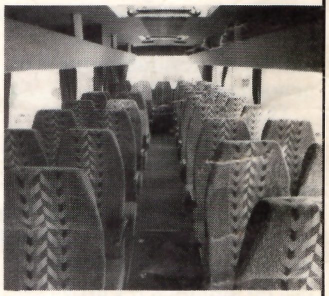
'You get a variety of circumstances leading operators to hire minibuses,' he says. 'It can be for the replacement of a damaged vehicle or a vehicle off the road for an annual test, but

Building on Experience

Wadham Stringer have introduced a new generation of Midi-Coach built on their experience gained in producing high quality coachwork over many years.

WINCHESTER COACH

The luxury interior specification includes the soft trim parcel racks with individual passenger controls.



Winchester
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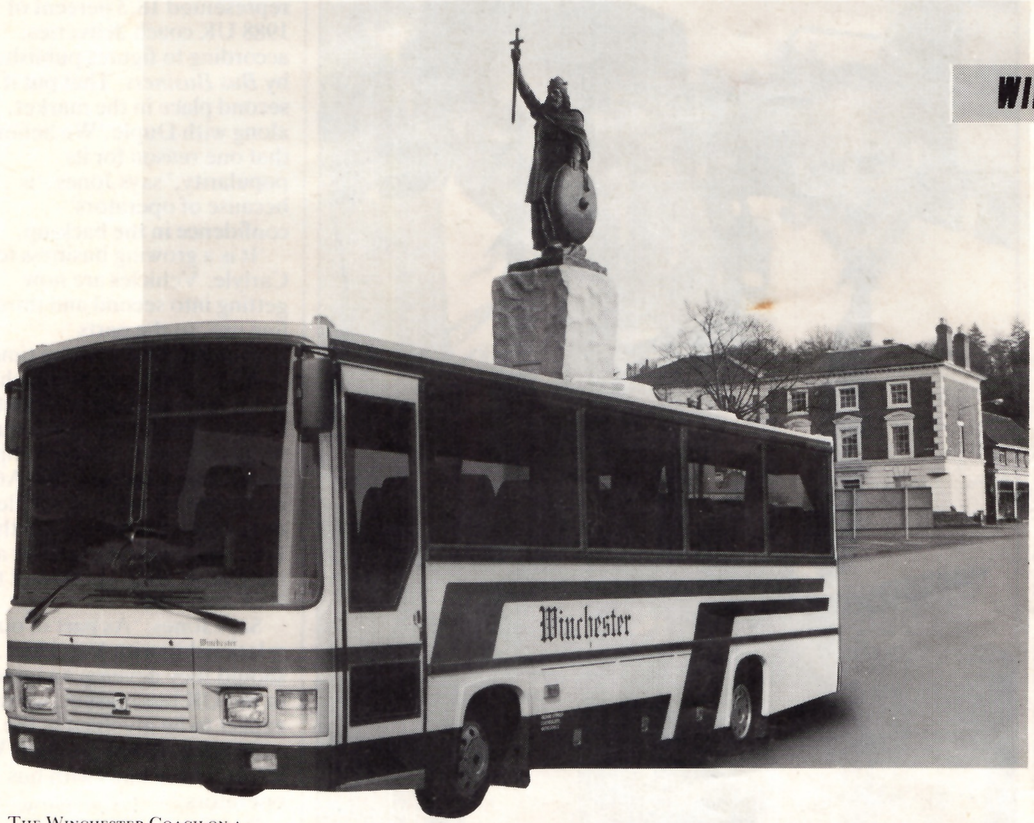
The spacious luggage boot has a flush access and lockable door.



The Winchester Coach on a Swift chassis. A 39 seater executive coach with a 2.4 metre wide body and a fully comprehensive specification to meet the demands of the Midi-Coach market through the 'nineties'.

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it can also be for a company which wants to try an idea and might hire 10 to 12 vehicles to test the market.'

He says operators also might hire in minibuses to cover an intensive training programme.

There also are longer term requirements. 'We sometimes get a situation where, for financial reasons, a company will hire long term rather than lease. That gives the operfator more flexibility.' Carlyle has also done some guaranteed buy-back deals so that an operator is freed of the worry of the minibuses' residual value if its new services fail.

The hire business is now marketed jointly with Hyndburn Transport, which recognised the strength of offering a combined rental fleet with bases in the Midlands and north of England. Hyndburn has no minibuses, Carlyle no full-size buses, so there was no overlap between the two. 'Both companies' hirings have gone up as a result,' says Childs.

Currently, there are 39 vehicles in Carlyle's hire fleet, in most parts of the country from Scotland to London.

Bigger buses

While minibuses dominate Carlyle's activities, the Bus Centre has important irons in another fire as, for the past three years, it has been the sole UK parts and service agent for Van Hool coaches. A network of sub-dealers carries parts and implements warranty work.

LEFT: Chris Jones, RIGHT: Barry Childs.

This is growing in importance, for Van Hool represented 18.3 percent of 1988 UK coach deliveries, according to figures published by *Bus Business*. That put it in second place in the market, along with Duple.'We believe that one reason for its popularity,' says Jones, 'is because of operators' confidence in the back-up.

'It is a growing business for Carlyle. Vehicles are now getting into second and third line use, so the parts requirement lasts a long time.'

A Van Hool coach franchise is not in immediate prospect for Carlyle, but it entertains much higher hopes of selling complete buses if, as expected, the A600 rear-engined integral sing;le-deck citybus is brought to the UK. An A600 may well be at the Coach andBus Show at the NEC this year.

Says Jones: 'As part of our relationship with Van Hool, should they develop an interest in the UK bus market, we would expect to be involved in the marketing of that product. We already have links with bus operators.'

But there is no other immediate sign of Carlyle wanting to rush into dealing in larger vehicles. It believes that minibuses' size will be constrained by the fact that, over 7.5 tonnes, chassis develop from light trucks into purpose-built vehicles and lose their simplicity.

Barry Childs has other reasons for being cautious. 'We grew up and developed with the minibus business. People here know most about minibuses, and maybe now is not the right time to get into the coach business.

'We know the dangers of overpricing used vehicles. Softly, softly must be the approach, but what we might do is try and get into the midibus market. We've already sold two 35-seat Bedfords.

'I don't think there is any need to get into used coaches. When high mileage, cheap minibuses come in, we will be into a different market. We see that being the volume business in future.

'The clever bit will be deciding what they're worth.'

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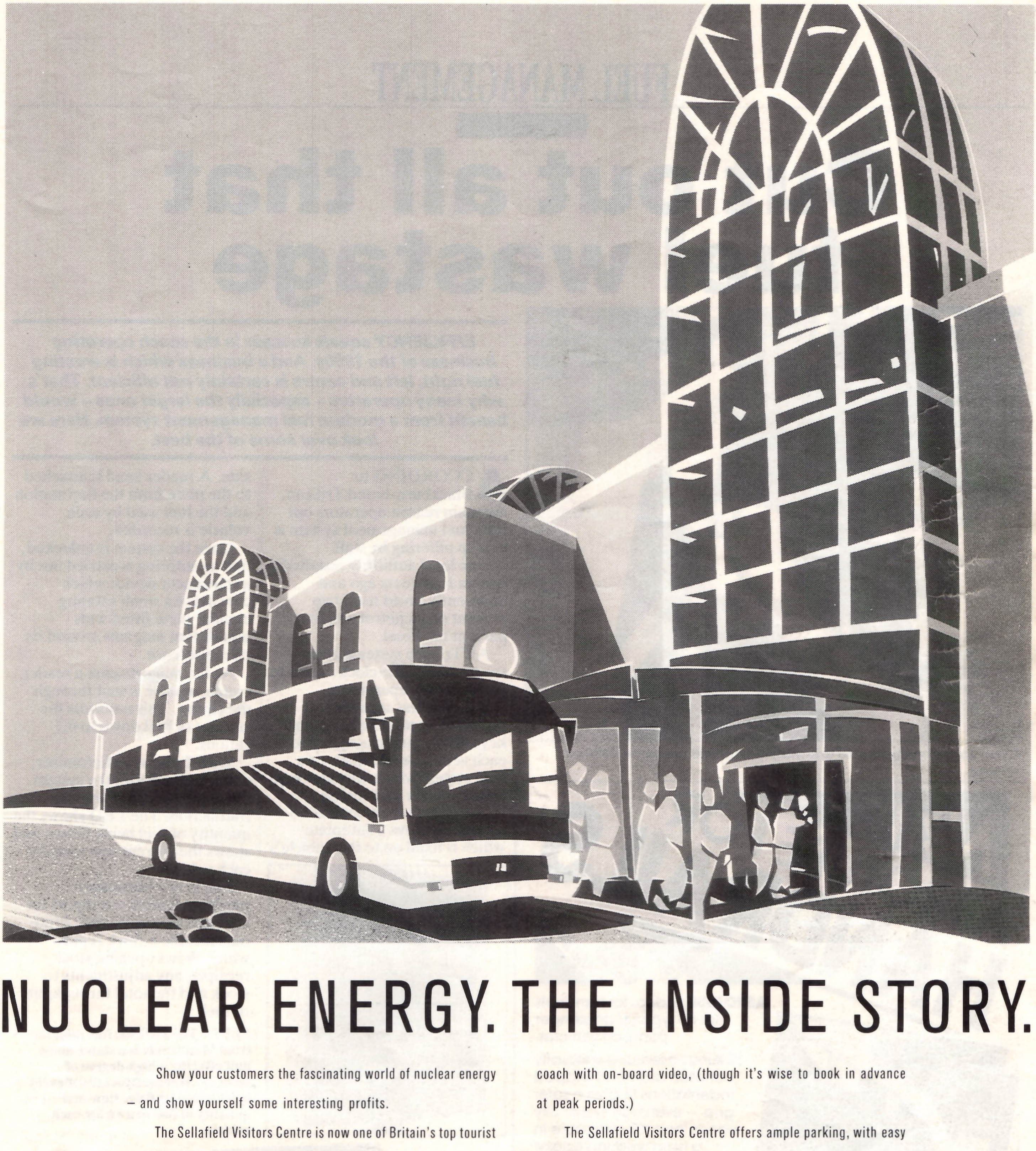
The Carlyle Bus Centre includes a showroom area.



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Cards and keys may be used to identify drivers and vehicles in TriScan systems.

EFFICIENCY equals success in the coach operating business of the 1990s. And a business which is wasting fuel right, left and centre is certainly not efficient. That's why many operators – especially the larger ones – would benefit from a modern fuel management system. Here we look over some of the best.

ACCORDING to Blackburn-based TriScan, the main reason operators opt for a fuel management system is to stop pilfering by staff.

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Once the system is unlocked, fuel monitoring is carried out by a transducer device which consists of a small rotating circular plate fitted with equidistant magnets around its circumference.

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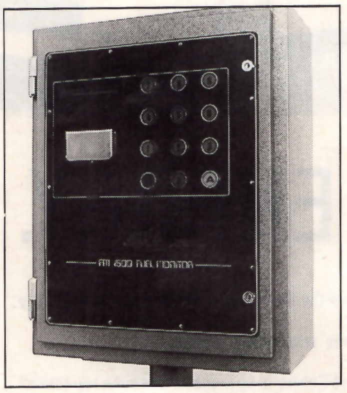

LEFT – The FM1500 fuel monitor from Monitronix is a stand-alone unit offering a high degree of security. It records details of every transaction by date, time and quantity of fuel drawn for each vehicle.

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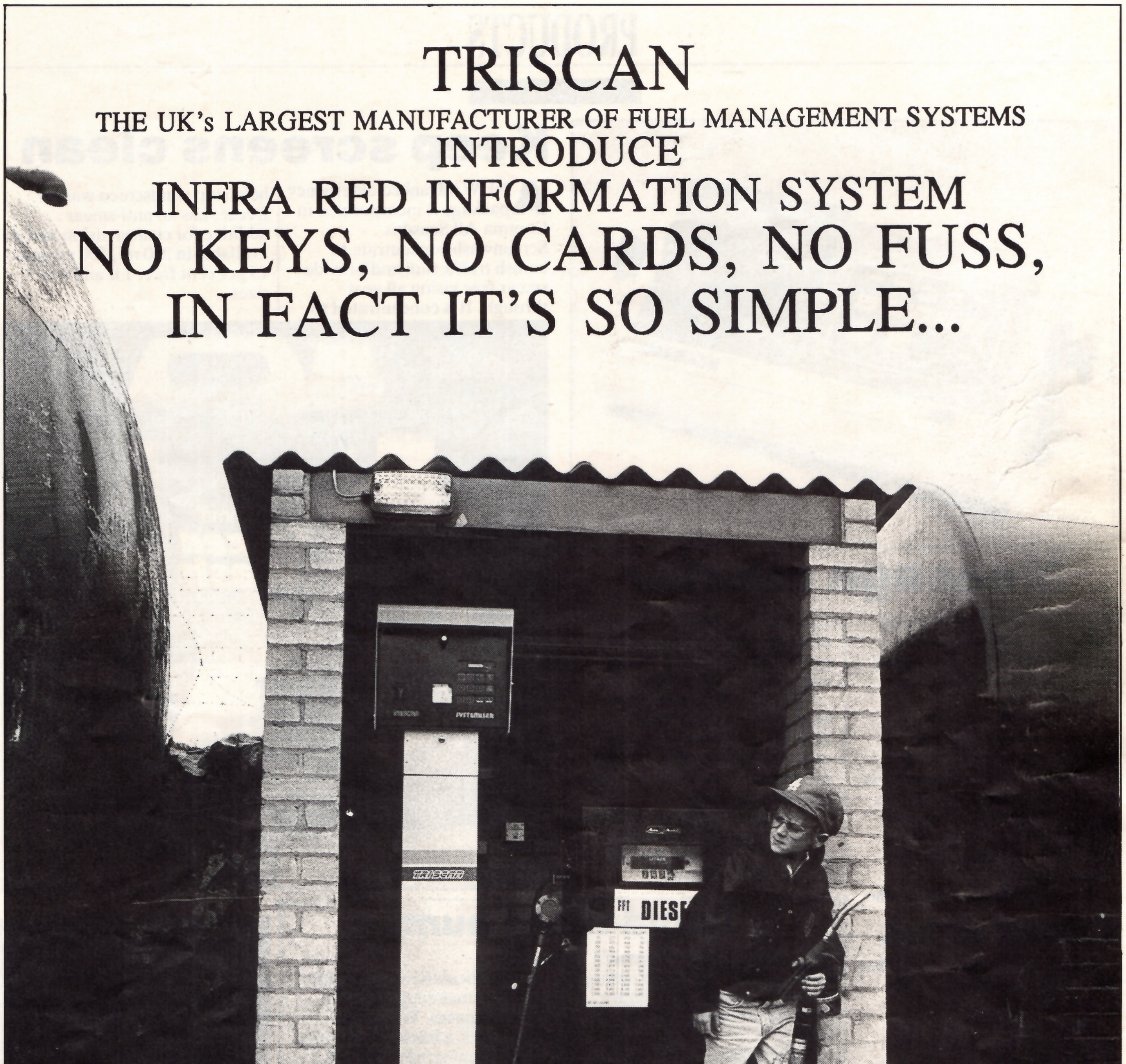

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The AR1200 allows a base station to address a typed message to a specific mobile unit in the knowledge that the information will reach the right person accurately.

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For further details, contact CET, PO Box 639, Woburn MK 17 9PH, tel. 0525 290368.

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A NEW commercial vehicle safety device which reduces the risk of accidents or injury has been launched by Avon Tyres.

BumpGuard is a proximity warning device which is mounted in the front nearside bumper of a vehicle.

Using an electronically controlled infra-red sensor, it acts in the same way as a tiny radar detector, reading the road for up to 400 mm (16 inches) ahead and to the side of the vehicle.

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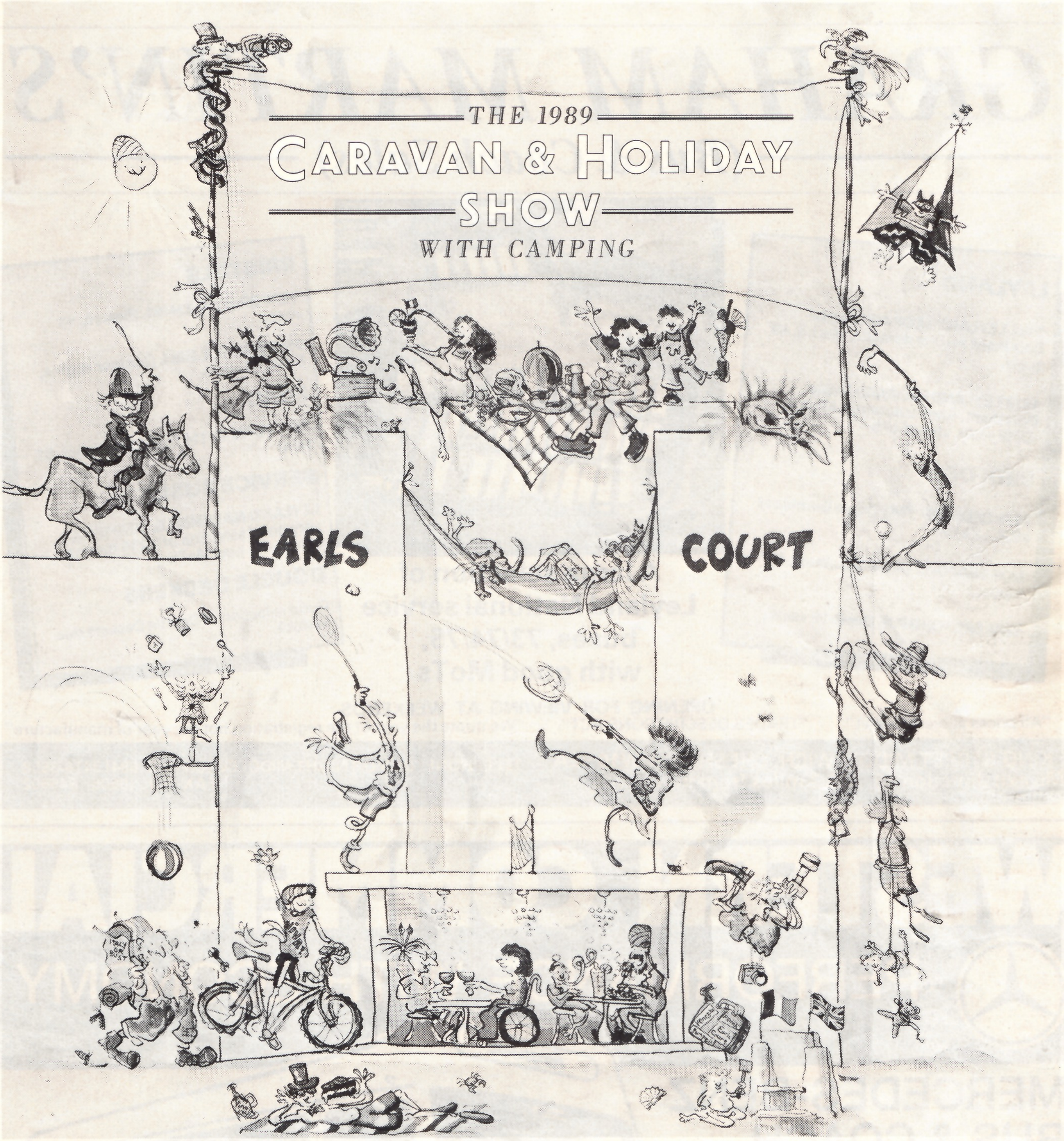
In addition there is a scratch card fun… novel scratch cards are being distributed throughout the dealerships and fleets with gifts if the card scratches for a win.

THERMOS
Some Like it Hot
Marilyn Monroe



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1979 BEDFORD YMT Duple Dominant MkII, 53 seats

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1974 BEDFORD PJK Duple 29 seats.

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BRISTOLS

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HOTEL
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The Hotel Oststeirischerhof, Sochau

SO MUCH STYLE IN STUNNING STYRIA

In the third and final article based on a 2,000-mile coach tour through Europe, Frank Forster describes the area surrounding Graz in south eastern Styria, Austria – and takes a brief look at some places to visit on the journey back.

GRAZ can be used as a base for touring the surrounding area including Yugoslavia and Hungary and there are plenty of excursion destinations.

These include steam train rides, wine trails, the Cistercian Monastery Rein, and the open-air museum Stubing, where, in a little valley, more than 70 original historical farm houses from all over Austria have been built.

Or you could visit the federal stud farm and its white horses of the Spanish Court riding school (fee AS 30, £1.50, per person for coach groups with appointment).

At the Styrian Glass Art Centre and Glass Museum in Barnbach visitors can watch the glass blowers at work in the only existing manual glassworks in Austria.

It's open all year Monday to Friday 9am to 12 noon and 2pm to 4pm; and on weekends and holidays only for groups with a prior booking. Entrance fee AS 25 (£1.25) per person.

Other places to visit are the chateau Stubenberg, the monastery of Vorau-Festenburg, the Lurgrotte cave, and Lake Neusiedl.

We left Graz at 1.15pm and by 2.30pm we were at Castle Riegersburg about 36 kilometres to the east of Graz and 12 kilometres south west of Furstenfeld, capital of eastern Styria.

Riegersburg is well worth a visit but would prove daunting to older passengers because it takes about 20 minutes to walk up a steep, boulder-strewn path to the fortress. Also, make sure you park your coach in the village at the bottom of the hill as the road further up is unsuitable for coaches as there is a low archway.

Riegersburg dates back to the 12th century and was an important bastion against the Turks and Hungarians, being only 19km from Hungary and 25km from Yugoslavia.

The castle, which is now owned by the Leichtenstein family, lies on a basalt rock from which the views of the surrounding countryside are magnificent and it is the only fortification of this region, that, although beseiged for centuries, was never taken by the Turks.

It's open from April to October and group rate for a 1-hour tour around some of its 108 rooms, which include treasures and a witches' museum, is only about £1 per person.

If you think Riegersburg is out of bounds there are many other castles in the area, which was always the line of defence against the south and east but, again, check them out beforehand to see if they are accessible.

Only about 20 minutes or about eight kilometres to the north east of Riegersburg is the tiny village of Sochau, which Albatross is offering as a base for its three-countries tour.

There are about 110 hotel bedrooms in the village which are, naturally, much cheaper than those in Graz.

After the hubbub of the city Sochau provides a stark contrast. Apart from a ten-minute walk round the village and a visit to its herb garden and perhaps the church there is nothing to see or do except have a drink, or perhaps a swim in the Hotel Osteirischer Hof's heated indoor pool.

The village would be ideal for those wanting a 'real' holiday and provides an excellent base at which to relax after going on various excursions, for example, to Graz, Vienna, Riegersburg, and surrounding 'wine country',

[redacted]

Budapest in Hungary and Lake Bled in Yugoslavia, as per Albatross' own three-countries tour.

The Hotel Oststeirisher Hof, which is where our party stayed, is a family-run hotel which also has sauna, gym, table tennis and tennis facilities, restaurant and bar.

Rooms have TV and en suite facilities, although ours had a shower but not a bath. Though I felt this was amply compensated for by the indoor pool, older coach passengers may not agree.

Other hotels include the Hotel Hubertushof and the Gasthof Sammer. I had a look round the latter. It only has an outdoor pool but guests can use the Oststeirischer Hof's indoor pool if they wish.

Most rooms had a bath. There is a child's play area, table tennis, restaurant, and sauna.

For the evening a Styrian folk night can be arranged, which can be held at a vineyard 'pub' or 'buschenschenken', of which there are many in the area, including at least four in the Sochau area, and three around Grosswilfersdorf. A list of them can be obtained from the local tourist board in Furstenfeld.

A stop-off in the beautiful city of Salzburg should not be missed.

We visited one such family establishment at nearby Grosswilfersdorf run by Karl Thaller.

The family home, which was still to be completed, combined living quarters with wine cellar and pub-type room which was full of 'locals' when we visited it, which naturally contributed to the atmosphere of the evening.

Here we drank wine by the half-pint tumbler and were able, I felt, to experience the 'real' Styria. The wine was closely followed by large measures of

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1982 LEYLAND TIGER Duple Goldliner, 46 seats, d/glazing, toilet on saloon floor, current MoT. Choice of two.
1985 'C' REG DAF MB. Berkhof, 49-53 seats, sunken toilet at rear, automatic gearbox.
1984 'A' REG DAF MB. Berkhof, Everest body, 49/53 seats, demountable toilet, current MoT.

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Schnaps – and all this to the sounds of local accordion music.

If you choose the right place, and here an organisation like Albatross really comes into its own, your group can have a really good night out but do tell people to watch what they're drinking, the measures are large and the wine is potent, to say nothing of the Schnaps.

The Furstenfeld, in fact, has what is claimed to be the largest outdoor pool in Central Europe, with a water area of 23,000 sq metres and some 100,000 sq metres of surrounding area.

About 20km to the south of Sochau and 60 kilometres to the south east of Graz is the thermal spa/health resort of Bad Gleichenberg. It's in an attractive, wooded valley with a narrow, but passable through road.

Here you can do anything from swim to drink the spa water, take a sauna, massage, inhalations and so on. It did seem to put the accent more on the health than leisure aspect, however, but the location is advertised as a spa and holiday resort. It's also good for golf. Definitely of interest particularly to the older age group, ie most coach tourists.

Indeed, in the Austrian Tourist Board's sales manual, special 'health vacations' can be arranged. This could be another specialist market operators can consider.

Our next stop was to be the Austro-Hungarian border at Mogersdorf. While only about 30km to the north east, it is not actually in Styria but in the neighbouring province of Burgenland, the south of which juts down in between Styria and Hungary, being no more than about eight kilometres wide.

We travelled via Kapfenstein with its castle on the hill, and Fehring, both of which are still in Styria, past strawberry fields, vineyards, and crops of wheat, barley, pumpkins, gherkins and tobacco; and Jennersdorf in Burgenland, which is a gastromic entre between green woodlands and valleys.

At Mogersdorf, which is reached via a narrow road on which there is not room for two coaches to pass – one coming the other way had to pull over on the grass – is a massive cross.

This is both a memorial to those who died in a battle against the Turks – or Turkeys as they were called by our young Austrian guide (her English was infinitely better than my German, though) – in 1664 in which the Austrians won despite being outnumbered four to one, and a symbol of peace. There is also a museum here.

Sampling the wine in the cellar of Karl Thaller's 'buschenschenken' at Grosswilfersdorf.

From the cross on the hill of the Schlosslberg you can look down over the border to Hungary and its nearest town of Szentfotthard. The cross is illuminated at night, which must be an impressive sight, particularly for the residents below in Hungary.

Only 12 kilometres away is the three-point corner at which the borders of Austria, Hungary and Yugoslavia meet.

Our next stop, though, was to be another spa, Therme Loipersdorf, about 12 kilometres north west of Mogersdorf back in Styria and only about six kilometres from Sochau.

Again designed particularly for the treatment of various ailments such as rheumatism, exhaustion, and arthritis, this spa seemed to be more geared to the leisure side. The 'adventure back' of this complex has a cascade, grotto, artificial island, whirlpool and torrent spring and connection to the open-air pool.

At the spa pure thermal water full of mineral comes to the surface from a depth of 1100 metres at a constant 62 degrees centigrade.

Locally grown food is served at the spa's 'underwater restaurant'.

In and around the spa is a sauna village, solarium, Kneipp pools, video rooms, nursery, water chute, gym and other sporting facilities. Operators could bring groups here for activity holidays, rest cures and fitness programmes. Group rates on application.

Half an hour later after a 10-minute stop in Furstenfeld we were back to Sochau ready for our Styrian folk night. The next morning we were woken by the sound of church bells, which somehow seemed awfully loud, but then, so did the crackling of the breakfast cereal.

Our punishing schedule demanded we hit the road for Salzburg at 8.45. The beautiful scenery of the Eisenerzeralpen and Dachsteingruppe mountains soon brightened our spirits, though, and by 1.30pm we were in the Mozart city of Salzburg.

As I have already said, we were travelling at a maximum of 80km per hour and not the Austrian limit of 100kph so it should be possible to do this journey in less than five hours. I'm told that the ice caves near Werfen are well worth stopping for about 36 kilometres south of Salzburg.

We only had time for a whistlestop tour of the Mozart city of Salzburg. This well know tourist destination must be familiar to many operators.

Suffice it to say that it's a must on any itinerary. I would like to spend at least three days there but only ever seem to have time for a brief stop.

By 3.30pm we were on our way to the Austro-German border and the formalities the held us up for about 20 minutes. It's quite a complicated procedure to fill in the various forms and pay the toll as any operator or driver who has done it will know, probably because this is an EEC border.

By 9.10pm we were at the Hotel Mercure, Stuttgart – a good overnight stopover on the edge of the city. Despite being visible from the A8 autobahn and well signposted, it's a bit tricky to get to, at last when you're coming from the direction of Munich.

The hotel has a very tastefully designed indoor pool, sauna, solarium and gym. Twin half board was quoted at DM 59.50.

It has 210 rooms, three for the handicapped, seven suites, all with private bath, radio, tv, minibar and phone; restaurant and beer garden.

Another early start and our trusty Futura was wending its way to the Rhineland. We crossed the Rhine at 11.36 and by 12.20pm were in Rudesheim.

However, we didn't stop at this well-known tourist destination but drove on through to a lesser-known one, Assmannshausen, which is only ten-minute drive away.

Here the pretty, narrow streets are almost reminiscent of a village in Devon or Cornwall. At the top of the town our coach could only just squeeze past the old buildings and anything higher may have had a problem with overhanging signs.

The coach had to park further up the main street just outside

Parking a coach is no problem in Sochau.

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1979 (T)	Leyland Leopard Duple Dominant II 53-str.	MoT Jan '90
1977 (S)	Ford R1014 Plaxton Supreme 45-str.	MoT Oct '89
1977 (R)	Ford R1114 Duple Dominant with Paramount Front.	MoT Oct '89
1975 (P)	Ford R1114 Plaxton Supreme 53-str.	MoT Jan '90
1976 (R)	Bedford YRQ Duple Dominant 45-str.	MoT May '90
1974 (M)	Bedford PJK Plaxton Supreme 29-str.	MoT May '90
1982	Volvo B10M Duple Goldliner 53-str	MoT Jan '90

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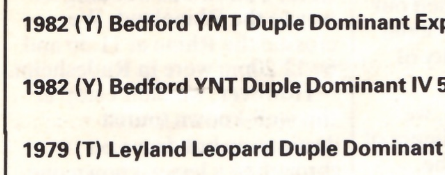

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Scenery on the road between Graz and Salzburg is breathtaking.

the town having dropped us off. We visited the Alte Bauernschanke, a pleasant olde worlde hotel dating from 1408 which was originally a donkey stable.

This would prove a good base for a group wanting to see the Rhine Valley.

The hotel also produces its own wine and has English-speaking staff and arranges wine-tasting (with delivery) sessions where guests can sample the hotel's own wines and those from the Rheingau.

Just over the road is the Nassauer Hoff, which is the main home of the family which owns the hotel, and this also doubles as a hotel.

Here there is a wine cellar and Hungarian musical evenings are held. Rooms were tastefully decorated but, due to the age of the building, of varying size and quality – some had baths, some showers only, and a lift had yet to be installed. An entire group could not be accommodated in the one building, but the two hotels have a total of 120 beds in 63 rooms.

The hotel organises special three-day, two-overnight programmes which include two German breakfasts, two regional type dinners, one Rhine river cruise, one free admission to an auto museum, and one cable car ride.

By 2.30pm we were on our way once more for a quick tour along the Rhine Valley via Boppard to Koblenz and by 6.30 we were at the Aachen border.

Sadly, our tour had come to an end. By the time we arrived at Calais at 2.30pm to board P&O's Pride of Calais we had covered 1905 miles and had been 'on the road' for a week. We had been at the borders of six countries: Britain, France, Belgium, Germany, Austria and Hungary and within 12 kilometres of Yugoslavia.

My thanks to Albatross, Mercure Hotels, and to the operators in our group for an educational, enjoyable, and exhausting tour.

CONTACTS

- **Albatross Tours Ltd, 88 King Street, Maidstone, Kent ME14 1BH, Tel: (0622) 54725/673319.**
- **Albatros Travel Service Salzburg, Bergstrasse 22, A-5024 Salzburg, Austria, Tel: (662) 88 16 71-0.**
- **Bezirksfremdenverkehrsverband 'Bade- u. Wanderland Furstenfeld', Realschulstrasse 1, A-8280 Furstenfeld, East Styria, Austria; Tel: (0 33 82) 22 26.**
- **Styrian Tourist Board, Steiermarkischer, Landesfremdenverkehrsverband, Herrengasse 16, Landhaus A-8010, Graz, Austria, Tel: (0316) 877/2287.**
- **Austrian National Tourist Office, 30 St George Street, London W1R 0AL, Tel: (01) 629 0461.**
- **Hotel Oststeirischer Hof, 8362 Krauterforf, Sochau, Styria, Austria, Tel: 03387/232.**
- **Buschenschenken Thaller, 8263 Maierhofberg 24, Grosswilfersdorf, Styria, Austria, Tel: 03387/7324.**
- **Alte Bauernschanke, Konrad Berg u. Sohn, Assmannshausen am Rhein, 6220 Rudesheim, West Germany, Tel: 06722/2332.**
- **Mercure Hotels, Tel: 01-724 1000.**

Relaxing in the tropical indoor pool at Bubbles Leisure Park.

Tourist invasion

COACH operators in the London area can expect a new influx of tourists from America and Europe soon, thanks to the efforts of the London Tourist Board.

LTB has targeted America – together with Europe – for an intensive programme which will be launched this month. LTB managing director Tom Webb commented: 'North American and European visitors are vital to London and account for 74 percent of overseas visitors.'

In a bid to grab more business for the capital, LTB representatives will be attending the RDA Coach Operators' Workshop in Cologne on September 26-28.

Visitors are able to touch specimens at the new Sea Life Centre at St Andrews.

Morecambe is thriving

MORE than £3 million has been invested in Morecambe's old leisure park, bringing it bang up to date with a new image.

It's now open as the Bubbles Leisure Park – containing such delights as an indoor tropical pool, bars, shops and a children's play area.

The pool features a dramatic water slide which runs for 250 feet and an exciting wild water channel.

And there's more to come. The Clifford Barnett Group and the local council, who made the new leisure park possible, are planning a major investment in the Dome Theatre to include a conference centre with banqueting facilities.

Super sea centre

THE new Sea Life Centre at St Andrews is Scotland is open and ready to take in coach parties.

The centre, which cost over £1 million to build, is at the famous golfers' paradise.

It contains some of the largest and most spectacular marine displays yet seen in Scotland – and visitors can actually touch a wide variety of creatures from our shores.

Among British species on show are stingrays, conger eels and octopus.

Big spenders

The 'Great British Cities' tourism marketing group is claiming that visitors arriving by coach have been responsible for spending 'well over £1 million' since the campaign began in October 1986.

The group, according to chairwoman Liz Jeffreys, is expecting some 25,000 bookings for the year to March 1990, 7,000 more than last year's total.

Prices for weekend breaks in the consortium's 18 member cities which include Nottingham, Bradford, Glasgow, Dundee and Swansea, start at £21 per person per night.

More information on 01-846 9000.

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LONDON

New guide

COACH operators looking to do business in England's bustling capital are advised to grab a copy of the 1990 London Travel Guide.

The magazine is the London Tourist Board's official marketing guide and is packed with useful information on everything from accommodation and transport to eating out and entertainment.

The print run is 25,000 and copies are avilable free. This year it will go out to places as far away as Japan, and the Far East.

For a free copy, telephone 01 730 3450 ext 230 or write to: Correspondence, 26 Grosvenor Gardens, Victoria, London SW1W ODU.

Fire shock

UPPARK, the 17th century National Trust house in Sussex, has been badly damaged by fire.

Luckily, many of the treasures were saved, but several priceless articles along with fine eighteenth century plasterwork, were destroyed.

Volunteers, house staff and the fire brigade dragged many valuable items to safety, including the state bed with its silk damask hangings and all but one of the paintings in the showrooms, including a celebrated set of 12 pictures by Arthur Devis and nine early portraits by Pompeo Batoni.

Included in the items lost are two eighteenth century chandaliers.

National Trust experts have been cataloguing the remaining treasures and despatching them to a safe place.

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Grand Promenade, Llandudno
(Now with resident proprietors Joan & Alan Giblin)
Tel. (0492) 76923
Available August and October from £80

● Superb seafront position ● Two minutes pier, principal entertainment and shops.
● Sun verandah with beautiful views of the 'Ormes' and mountain scenery
● Central heating throughout ● Residents bar ● Lift ● TV lounge ● Varied menus
● Some bedrooms with private facilities ● Tea/coffee making facilities in all bedrooms

Coaches and Parties welcome

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Central Promenade, Llandudno
Now taking bookings for 1990
Bar and dance floor, TV lounge, in-house entertainment. Lift to all floors, central heating. Coach parking.
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Sue Beardmore
Tel: (0492) 76784 for bookings

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NOW UNDER NEW MANAGEMENT

Mrs Sylvia Gordon would like to welcome Coach Parties to the Queens Hotel, situated just off the sea front.

★ 26 bedrooms, many en suite.
★ Tea-making facilities in all rooms.
★ TV lounge.
★ Very large dining room.
★ Licensed Bar.
★ Entertainment 3 nights a week.
★ Excellent atmosphere.
★ Wide varied menu (5 course evening meal).

40 or over, driver stays free **50 or over, 1 extra stays free**

Book your 1990 Holiday now, on: (30755/HO/52)

0754 2073

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THE QUEENS HOTEL
Cullen, East Lothian

Some 1989 vacances still available, also bookings for 1990 now being taken.

★ 18 miles from Edinburgh
★ 35 bedrooms, 16 with private facilities
★ Tea/coffee makers in rooms
★ Nine golf courses within 10 miles.

(299491/HO)

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Up-to-date information available in

'Coaches Welcome'

BLACKPOOL ALLANDALE HOTEL
387 South Promenade

Seafront hotel, 30 bedrooms, 18 en suite rooms, all rooms TV, tea making, full ch, entertainment, parking for 2 coaches.

Vacancies for 22-24 Sept, 29 Sept-1 Oct, Friday to Sunday. Monday – Friday 16th to 20th Oct. £45 basic or £50 en suite. Party nights plus free place for bus driver/organiser.

Few vacancies for illuminations weekends and October mid week Monday-Friday. Open all year.
Now taking 1990 bookings
Tel: 0253 46529

(30915/HO/54)

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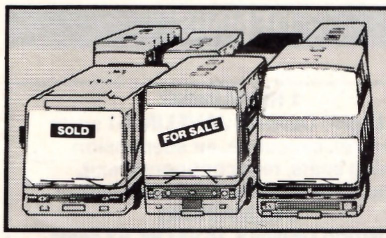

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Bookings call: Debbie, Paul, Sue, Vicki. Tel. 0733 63100. Deadlines: Bookings – Tuesday 1pm for Thursday. Alterations and Cancellations: Monday 11am for Thursday

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ALLCO PASSENGER VEHICLES offer new and nearly new spares to fit most models. **Tel. 01-866 8900 or 0895 674422. car phone (0836) 241379/529555.** (22822/AE/13)

BEDFORD

1980 FORD PLAXTON 45 seats, radio P/A, exterior white with red and yellow stripe, good condition, very reliable, MoT April '90. £7,500 + VAT. Tel. 0827 5444. (30805/BE/53)

1977 BEDFORD YLQ DOMINANT II

45 re-upholstered seats, power door, good condition throughout, Test applied for.

£5,250 + VAT

1974 BEDFORD YRQ DOMINANT I

Power door, new Test.

£2,450 + VAT

Tel: 069 184 257 or 069 184 8821 (Evening)

(30902/BE)

1979 BEDFORD MOSELEY, 53 seater, MoT April 1990, **£6,950 + VAT. Tel. (051) 424 5972.** (30888/BE)

1975 YRT PLAXTON ELITE, 53 seats, Telma, radio pa, MoT Sep 1990, straight body, no sign writing, owned by us last 6 years, **£2,500 + VAT ono. Tel. 0664 63498 (Leicestershire).** (30886/BE)

BEDFORD SALE!

1978 BEDFORD YMT VAN HOOL, 53 str, first class condition, recent new gearbox, 35,000km since recon engine, MoT April '90. **£7,250 + VAT.**

1985 BEDFORD CF250 DIESEL, 5 speed, 12 str, dormobile PSV, recent new engine, very low mileage, condition as new, MoT Feb '90, **£4,950 + VAT.**

1972 BEDFORD YRQ PLAXTON ELITE EXPRESS, 45 str, super condition for year, MoT Jan '90, **£3,000 + VAT.**

1973 BEDFORD NJM PLAXTON, 41 str, ideal contract bus, good mechanical condition, MoT July '90, **£1,850 + VAT.**

All the above vehicles are in first class condition, ready for work and well worth a trial.

Tel. (0398) 23398
Somerset

(30901/BE/54)

BEDFORD

BEDFORD DUPLE YMT 1976. 53 seats, service doors, 11 months MoT.
£3,500 + VAT

BEDFORD DUPLE YMT 1977. 45 seats, new MoT
£4,500 + VAT

Tel: 0383 414735

(30761/BE/53)

BEDFORDS JUST OFF SERVICE, power door, YRQs, 1969 £900, 1971 £1,100, 1972 £1,200, YRTs 1974, £2,500. 1973, tested June '90, £2,500. P/x why. **Pilkingtons Accrington, 37032, Lancs.** (30880/BE)

1984 BEDFORD YNT LASER 2

51 seater coach, 1 owner, white/blue/black, power door, side lockers, radio/PA, MoT June 1990.

£24,000 ono + VAT

Les Bywater & Sons Ltd

Telephone: (0706) 48573

(30849/BE/53)

1979

BEDFORD ALPHA

53 seats, Taxed and MoT to April '90, private plate, radio and PA, recent new engine and gearbox, good condition.

£8,500 + VAT ono

Tel: 0692 405747 Norfolk

(31711/BE)

1983 YNT DUPLE 53 DOM II, double glazed, power door, radio, pa, vg condition, MoT 24/1/90. **£18,500 ono. Hornsby Travel, Scunthorpe. Tel. 0724 282255.** (30887/BE)

1978 (S) BEDFORD YLQ II, 45 seats, MoT February '90, trims, power door, curtains, carpet to floor, tidy vehicle **£7,500 ono + VAT**

1984 (B) BEDFORD YNT, turbo, Wright body, 49 recliners, coffee machine, toilet, tinted glass, rear air suspension, exhaust brake,wired for TV/video, MoT applied for, very tidy macine .... **£27,500 ono + VAT.**

Owner retiring, all vehicles available at end of September

Tel. 0684 298596 or 0452 411027 (Gloucs)

(30900/BE)

Due to new replacements, we have for sale

1987 BEDFORD YNT

Plaxton 3200 Mk III, 53 seats, power door, extra luggage lockers, and large fuel tanks, rsl fitted, used exclusively on tour work since new.

Choice of two.

£44,950 + VAT ono

Tel: 0782 522101

(30883/BE/54)

1980 YMT PLAXTON 53 seats, excellent condition. £12,000 + VAT. Kings of the Road, Worthing. 0903 34010 (30804/BE/53)

SELECTION OF BEDFORDS 1976 – 1982

Bedford and Plaxton bodies, all with current MoT's, most have been retrimmed.

PAUL BURTON COACHES
Bury St Edmunds

Tel: 0284 769551

(30882/BE/54)

1976 BEDFORD YRT £3,000 ono. 1979 Bedford YMT **£10,000 ono.** Plaxton bodied, both in good condition. **Tel. 0533 393118 day, 0533 874940 eve.** (30913/BE)

TOURS (ISLE OF MAN)
END OF SEASON SALE
2 x 1979 (TWINS) BEDFORD YMTs

53-seaters, with Tacho, Bristol Dome, blue and white, absolutely clean, prepared for UK test.

MUST BE SEEN

£8,750 ono each
Both coaches in Morecambe now!
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(30780/BE)

1980 29 SEATER SUPREME, fully refurbished exterior to choice, new test in Sept, "very fresh", **£10,000. Tel. 091 377 1802.** (31710/BE)

1980 (Sept) YMT BEDFORD PLAXTON

53 seater, immaculate condition, any inspection, first to see will buy, 8.5 litre engine, 2-speed axle, Ferodo retarder, Thermo fan, curtains, radio PA and tape.

£17,500 ono + VAT

BLUEBIRD COACH TOURS

Tel: (Bath) 0225 891324

(30847/BE/54)

BEDFORD

FOR SALE

Bedford YMP, 10 metre, 1984, Plaxton bodywork, Telma retarder, 38 reclining seats, fitted to high specification.

A choice of three all in first class condition.

CONTACT:

Armchair Passenger Transport Co Ltd,
Brent Way,
BRENTFORD
Middlesex TW8 8ES
Tel: 01-568 8227 (30907/BE)

1979

BEDFORD 500

Duple Dominant II

53 seater. New engine, gearbox and clutch being fitted now. MoT January '90. Owner driven.

£8,500 + VAT

(Plenty of spares included)

Tel: (0494) 786531 (30655/BE)

BEDFORD 1974
53 SEAT DUPLE DOMINANT

MoT'd Sept 1990, 500 recon-engine fitted, approx **£2,000** spent on maintenance over the last 14 months, repainted, replacement gearbox, batteries, springs etc, taxed until Feb 1990.

£4,000 ono

Tel: (0742) 345247 (30741/BE/53)

1976 'R' Reg.

BEDFORD 500

MoT January 1990, reliable coach, ready for work.

£3,750

0272 848556 (30757/BE/53)

BRISTOL

1977 BRISTOL LH, 41 seats, dual purpose, MoT August 1990, **OFFERS. Transcity, Sidcup. Tel. 01-302 8800.** (30840/BR)

NOV 1979 BRISTOL LHS ECW, 7ft 6in, 27 seat plus luggage pen, MoT March 1990, **£7,250 plus VAT. Contact Loch Lomond Coaches Ltd. Tel. 041 956 3636/5678.** (30651/BR)

Just out of Service

1974/75 BRISTOL VRTs

ECW 77 seat bodies.

FOR SALE

Contact: Ron Jenkins
YORKSHIRE TRACTION
Tel: (0226) 202555 (30911/BR)

BRISTOL

1977 BRISTOL LHS

33 seat Plaxton, MoT Dec '89, taxed, bills for £3,000 spent on maintenance in past 3 months. Good interior

£4,750

TEL: 0753 630121 (30629/BR)

BOVA

SUMMER SEASON ENDS SEPT 15th

Following coaches are surplus to requirements.

1982 Bova **£25,000 ono.**

1983 Bova, 52 seats, **£30,000 ono.**

1985 Bova Europa's IIs and IIIs, **£35,000/£37,000 ono.**

All above vehicles fitted radio, PA. All usual extras.

Tel: (0533) 393118 (day)
or (0533) 874940 (eve) (30914/BV)

DAF

1983 (PRIVATE PLATES) DAF MB200 DKFL/PLAXTON PARAMOUNT 3200

49/51 reclining seats, rear n/s toilet, hot water, double glazing, Webasto heating, speed limiter, MoT Dec '89.

£39,500

Tel. Tony Andrews
PSV SALES LTD
0292 591213 (30890/DA)

1985 DKFL MB200 ALGARVE, 53 recliners, courier seat, curtains, etc, excellent condition, **£57,000 + VAT. Fords Travel, Cornwall. Tel. 0822 832264/833636.** (30905/DA)

1982 BOVA EUROPA II

52 reclining seats plus courier, radio, pa, TV, video, Webasto heater, tested March 1990. **£27,500 + VAT ono.**

1986 DAF SB2300 DHTD PLAXTON 3200

Low driver, 55 E-type seats, radio, pa, excellent condition, tested May 1990. **£53,000 ono.**

Tel. 0532 700485 or 705064 (Leeds) (30903/DA/54)

DENNIS

1 REMAINING

1988 (April) DENNIS JAVELIN, 51 seats (11 metre), executive, air suspension, reclining seats, rear continental exit, demountable sunken toilet, **£55,000.**

3 REMAINING

1988 (April) DENNIS JAVELIN, 53 seats, (11 metre), air suspension, reclining seats, etc, **£52,500.**

Please contact P Collier
Bebb Travel (0443) 204211 (30705/DE/52)

DOUBLE DECKERS

1973 DAIMLER FLEETLINE DMS, Gardner engine, 71 seats, Test until Jan '90, **£4,500 + VAT. Tel. 0403 65313.** (30877/DD/54)

FORD

1982 DOMINANT IV, 53 seater, tinted double glazed windows, curtains, Telma, sidelockers, two fuel tanks, heated screens, very nice coach. **£14,750 ono or possible part ex car. Tel. 0375 672940 (Essex).** (31705/FO/54)

1985 T152 FORD PLAXTON PARAMOUNT

33 E-type seats and courier, plus extras. A striking coach in exceptional condition, MoT 4/90. First to view will buy.

POA

Tel. 0962 760222 (30876/FO)

1979 FORD DUPLE, 53 seats, MoT September 1990, Telma, Bristol dome, sprayed white, no signwriting. **£8,000 ono. Cedric Coaches, Essex. Tel. 0206 224363.** (31801/FO/54)

1977 FORD DOMINANT. 1975 FORD DOMINANT, both vehicles in excellent condition, **OFFERS. 1976 FORD PLAXTON, £2,500.** Clean and tidy, Tested til April 1990, owner retired. **Tel. 0328 710589.** (30844/FO/54)

1972 FORD PLAXTON, 53, clean, red white body, very good seats, reseated 1983, MoT July 1990, Telma, new brakes. **£1,700 . Tel. 0895 51587 or 0895 672377.** (30889/FO)

NEOPLAN

NEOPLAN JET LINER 1984

49 reclining seats, toilet, video, 2 TVs, fridge, coffee machine, driver's heated bunk, Webasto, excellent condition.

£34,000 + VAT ono

COLISEUM COACHES
SOUTHAMPTON
Tel: 0703 472377 (30885/NE/54)

LEYLAND

1981/82 LEYLAND TIGER 218/PLAXTON SUPREME coaches for sale (choice of four), 50 rec. seats, Telma, double glazing etc. **Epsom Coaches 0372 725252.** (30843/LE/54)

1973 LEYLAND LEOPARD, 49 seater, semi automatic, power door, 12 months MoT. **£4,250 + VAT. Tel. 051 424 5972.** (30919/LE)

1981 LEYLAND LEOPARD DUPLE DOMINANT 53 seats, retrimmed this year in moquette, new semi gearbox, radio P/A, heated screen, exterior white, 12 months MoT. **£22,500 + VAT. Tel. 0827 54444.** (30806/LE/53)

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City Line

Leyland National Mk 1's

11.3 metre · 2 door · 44 seats

FOR SALE

All the vehicles were recently in service and most have valid MoT. Also available are a selection of 1986 FORD TRANSIT Minibuses.

CONTACT S. G. BOND – FLEET ENGINEER
BRISTOL OMNIBUS CO LTD on BRISTOL (0272) 558211

(30827/LE/53)

1980
Leyland Titan
73 Seats 20 Standing

Being prepared for Test. Newly painted white for the quick application of your livery.

Offers Invited
Contact: Ron Jenkins
YORKSHIRE TRACTION
Tel: (0226) 202555

(30910/LE)

1982 12 METRE LEYLAND TIGER 245, Plaxton Supreme V bodywork, 50 reclining seats, fitted with Telma retarder, cherished number plates.

1982 12 METRE LEYLAND TIGER 245, Plaxton Supreme V bodywork, 55 standard seats, fitted with Telma retarder, cherished number plates.

Both in first class condition and both fitted with T.L 11 Level Six series engine and the latest Rockwell back axle.

Contact: Armchair Passenger Transport Co Ltd, Brent Way, Brentford, Middlesex TW8 8ES. Tel: 01-568 8227.

(30908/LE)

1971 LEOPARD E80 PLAXTON, 49 seater, sa, Telma, good condition for year. **£1,950 + VAT. Fords Travel, Cornwall. Tel. 0822 832264/833636.** (30906/LE/54)

1984 LEYLAND TIGER 245/PLAXTON PARAMOUNT 3500

53 seater coach, 12 months MoT, sunken rear mounted toilet, TV, Tempo 100 and complete with pa system, a well maintained touring coach, sale due to vehicle replacement programme.

£45,000

Tel. 0272 559129 daytime, 0454 772877 evenings

(30794/LE/53)

7ft 10in 45 SEATER PLAXTON BODIED LEYLAND LEOPARD

Semi auto, Telma, auto lube, power door, new MoT, available from mid Nov.

£23,000 + VAT ono

Tel. Mr Braund on (0803) 326018
Wallace Arnold Tours

(30892/LE)

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SEVERAL Leyland Nationals 75/78. All in very good condition, realistically priced, starting from **£5,500. Tel. 0533 393118 day, 0533 874940 eve.** (30917/SB)

SEDDON

SEDDON 1974

57 moquette bus seats, tested to March '90, straight, reasonable condition.

£1,750 ono

Tel. (0884) 820224

(30873/SD/54)

VAN HOOL

1982 DAF VAN HOOL ALIZEE

11.6 ltr, mid engine, 49 recliners, toilet, boxed and wired for TV, tested 10 months, very smart, reliable executive coach.

£42,000 + VAT

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(30896/VH)

VOLVO

1978 B58

57 seater Plaxton, MoT Sept '90, excellent condition, first to see will buy.

£16,250 ono

Tel: 061 477 3325

anytime

(31727/VO)

VOLVO

DUE TO NEW REPLACEMENTS, WE HAVE FOR SALE

1978 12 metre B58, 57 seats
1978 12 metre B58 53 recliners
Both Plaxton Supreme IIs with Paramount front, power door, Bristol dome..........**£19,500 each + VAT ono**

1980 12 metre B58 53 recliners, Plaxton Supreme IV, power door, side lockers......... **£24,000 + VAT ono**

1980 11 metre B58 53 seats, Plaxton Supreme IV, power door, Bristol dome and side locker **£23,000 + VAT ono**

1984 B10M Plaxton 3500 four star, 49 recliners, with WC, video, drinks, bunk, etc, plug door, pannier lockers and many more extras.......**£52,500 + VAT ono**

All vehicles maintained to a high standard, both mechanical and body work.

Tel: Bakers of Biddulph
0782 522101

(30884/VO)

VOLVO B58

V & W REGs, Dominant II, ZF gearbox, retarders, good condition, some retrimmed, 57 seats.

FROM £21,000 + VAT
TEL TURNERS on
BRISTOL (0272) 559086

(30824/VO/53)

B10M VOLVO VAN HOOL SUPER HIGH

Full spec, 50 recliners, TV, video, toilet, coffee machine, fridge, radio cassette, MoT and taxed, excellent condition.

£54,500 + VAT ovno

Tel: 0506 822342.

(28877/VO)

VOLVO B10M PLAXTON 3500

December '84, 53 recliners.

£53,500 + VAT

Tel. 04853 2349

(30875/VO)

VOLVO

LAW BROS
THE GOLDEN MASTER

VOLVO B10M P90 EXECUTIVE 1983

Very high spec, low mileage, 12 months MoT, meticulously maintained, mint condition throughout, 51 recliners plus extra seats and tables, new Frenzel drinks machine and fridge, intercom/telephone, video, plus 7 TV monitors, toilet etc, taxed until Feb 1990.

£65,000 ono
Tel 0742 345247

(30739/VO/53)

1986 B10M PARAMOUNT 3500, 49 seater executive, toilet, video, fridge, boiler etc....................**£75,000**

1983 B10M PARAMOUNT 3200, 53 recliners, double glazed, courier seat, curtains etc..................**£49,950**

1982 B10M SUPREME V GT, 51 recliners, double glazed, Telma, Webasto, curtains etc..........**£39,950**

All are in excellent condition. All prices plus VAT.

FORD TRAVEL, CORNWALL

Tel: 0822 832264/833636

(30904/VO/54)

1988

VOLVO B10M VAN HOOL

Full executive, 49 seats, toilet, TV/video, driver's bunk and coffee machine, MoT Jan '90.

£53,750 + VAT

Part exchange considered.

0293 782167

(28878/VO/54)

1982 VOLVO B58 JONCKHEERE BERMUDA

12 metre, automatic gearbox, reconditioned in May 1989 (at cost of £2,250), 49 reclining seats plus courier seat, blue interior, continental rear door, TV, radio/cassette/pa, drinks machine, toilet, Telma.

MoT November 1989. Nice condition.

£37,000 + VAT
Dons Coaches (Dunmow) Ltd
Tel. (0371) 872644

(30802/VO/53)

WANTED

JONCKHEERE B10M

Would like to exchange with cash adjustment an **'A' reg MAN,** 32 seater, TV, video, coffee machine, Reeve Burgess late model.

Tel: 01-883 3913 (office)
or 01-804 8433 (eve)

(31724/VO)

1984 (A) B10M VOLVO GLT

Duple Caribbean, 49 executive, video, drinks machine, WC, driver's bunk, double glazing, curtains, Telma, Splitter, Clarion pa/radio, service records, white exterior, unwritten, brown/beige stripe interior, vgc, COF May '90.

£45,250
Tel. 091 38665070 after 4pm or 0836 322241 anytime
FOUR SEASONS
DURHAM CITY

(30872/VO)

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(27292/PSV)

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EPSOM COACHES have several sets of Lazzerini reclining seats for sale. Previously fitted to Paramount 3500. **Tel. 0372 725252.** (30842/SE/54)

SET OF 49 Duple/Chapman reclining seats for sale. **Offers invited. Tel. 0386 45847.** (30834/SE/53)

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NEW 12 tonne pit jacks in stock and available for immediate delivery. **Swift Equipment, tel: (0272) 714715.** (30641/GE)

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VOLVO AILSA breaking for spares, also **AEC 760** Supreme, **VOLVO B58,** fire damaged, **Offers** wanted for **complete** vehicle. **Tel. Scotland 0698 883203.** (31707/DG)

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TRANSPRINT PRINTING FOR TRANSPORT. Manufacturer of destination blinds for buses. Unit 12, Tir Llwyd, St Asaph Avenue, Kinmel Bay, Rhyl, Clwyd. **Tel. (0745) 343173. FAX FACILITY.** (21807/DB)

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On site installation possible. Service and repairs. (24 hour turnround)

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We'll fit videos at your premises overnight. No need to take the coach off the road.

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Fully inclusive – TV/Monitor, Video Player and Full Installation.

48 HOUR SERVICE

We supply for immediate delivery all radio cassette, pa systems and microphones at very competitive prices.

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VIDEOFIT SYSTEMS LTD
TEL. 061 860 4409

(26496/AV)

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COACH PARKING AVAILABLE, for Twickenham Rugby ground. Refuelling available. £12 per coach. **Tel. (01) 977 5461.** (28984/CP)

COACH PARKING, MAINTENANCE AND OFFICE FOR RENT. Just 10 minutes drive from Heathrow. **Tel: (0628) 776253.** (30859/CP)

WANTED

WANTED. Steering box, PJK Bedford. **Tel. 0436 810575.** (30879/WA/54)

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Bedford YNV	£128.00	Leyland National	£98.00	Volvo B.58	£60.00
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For further information please write to:

Mr Malcolm Roxburgh,
Commercial and Planning Executive
The Scottish Transport Group,
Carron House, 114/116 George Street,
Edinburgh EH2 4LX

The contents of this advertisement, for which the Scottish Transport Group is solely responsible, have been approved for the purposes of Section 57 of the Financial Services Act 1986 by Deloitte Haskins & Sells as a firm authorised by the Institute of Chartered Accountants in England and Wales to carry on investment business.

The shares in SMTI and SMTIB are not traded on a recognised or designated Investment Exchange and as a result there is no recognised market for the shares.

(31725/BS)

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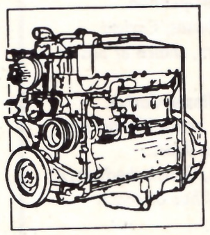

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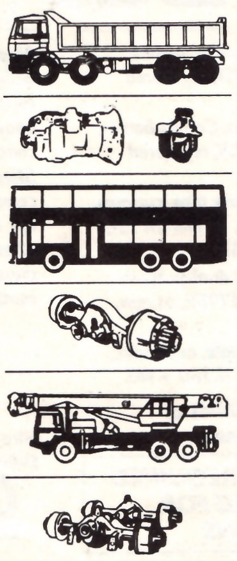

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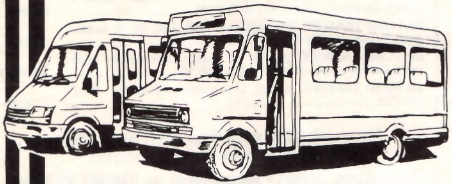

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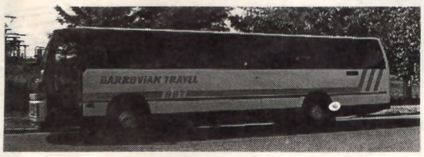

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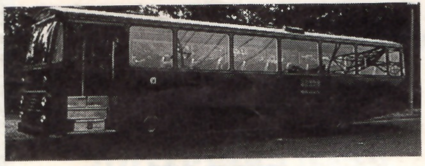

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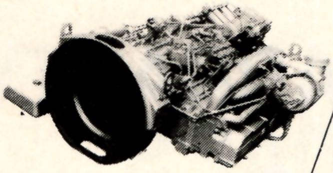

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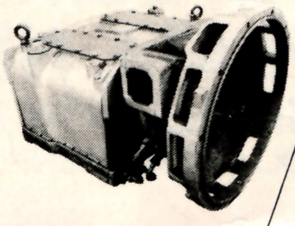

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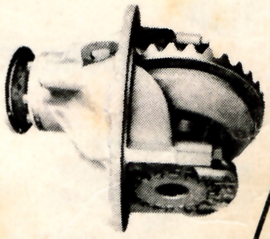

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1984 DAF MB DUPLE CARIBBEAN I, 50 recliners, ZF splitter gearbox, radio, PA/tape, tinted glass, power door, continental door, courier seat, side lockers and moquette to roof.

1984 SETRA S228DT, 74 seater, radio, pa, tape, TV, video, tables, carpets, curtains, tinted glass, Webasto, power door, continental door, water heater, courier seat, fridge, intercom, side lockers and soft trim.

1983 FORD PLAXTON 3200, 53 seats, radio PA and tape, video, curtains, power door, soft trim.

1983 DAF MB200 LAG GALAXY, 49 recliners, radio PA and tape, TV and video, curtains, tinted glass, power door, rear toilet, courier seat, coffee machine, side lockers and moquette to roof.

1982 SETRA S215HO, 49 recliners, radio PA and tape, video, carpet, blinds, Webasto, power door, power continental door, centre toilet, water boiler, courier seat, fridge, bunk and private plate.

FOR WEEKEND VIEWING CONTACT:

Malcolm J. Watkins **(0568) 84637 or (0836) 221699,** West, Wales, South West, Midlands.

John Dover **(084421) 7994 or (0836) 280951,** East, London, South East

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1988 E MB230 PARAMOUNT 3500**	53R
1988 E MB 230 VAN HOOL ALIZEE 'H'	51R + TOILET
1988 E SB-DHS VAN HOOL ALIZEE LOW DRIVER	51R + TOILET
1988 E SB-DKV VAN HOOL ALIZEE LOW DRIVER	51R + TOILET
1988 E SB-DHS DUPLE 340 SL	57R
1987 D MB230 DUPLE 320 SL	57R
1987 D SB-DHS DUPLE 340 SL	53/57R + TOILET
1987 D SB-DHS PLAXTON 3500**	53R
1987 D MB230 DUPLE 340	53R
1986 D SB-DHTD PARAMOUNT 3200 LOW DRIVER	55'E' TYPE
1986 C MB 230 CARIBBEAN 11	49R + TOILET
1984 B SB-DHS JONCKHEERE P50	51R + TOILET
1981 W MB 200 PLAXTON SUPREME IV	53R

VOLVO

1987 D B10M PARAMOUNT 3500****	49/53R + TOILET
1982 X B58 DUPLE DOM IV	53R

AEC

1979 T 760 DUPLE DOMINANT II	53

BOVA

1985 C FUTURA HI-LINE EXEC	49R + TOILET + AIR CONDITIONING
1984 A FUTURA HI-LINE EXEC	49R + TOILET

LEYLAND

1984 A TIGER PLAXTON 3500**	49R + TOILET
1982 X TIGER PLAXTON SUPREME V EXPRESS	53
1982 X LEOPARD ZF DOMINANT IV	57
1981 W LEOPARD ZF PLAXTON SUPREME IV	48R +5
1976 P LEOPARD DUPLE DOMINANT	53

BEDFORD

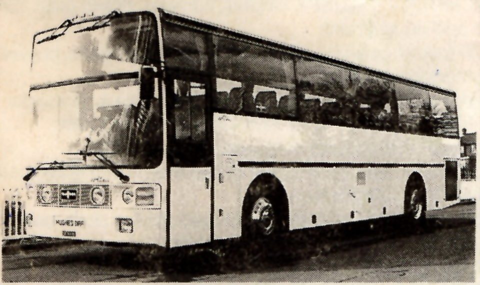
1983 Y CF PARFIO	12
1981 W YMT DOMINANT 11	53
1980 V PJK PLAXTON SUPREME	29
1975 N YRQ PLAXTON	45

FORD

1981 W R1114 DUPLE DOMINANT III	53
1980 W R1114 PLAXTON SUPREME IV	53

BRISTOL

1978 S LHS PLAXTON SUPREME	35



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